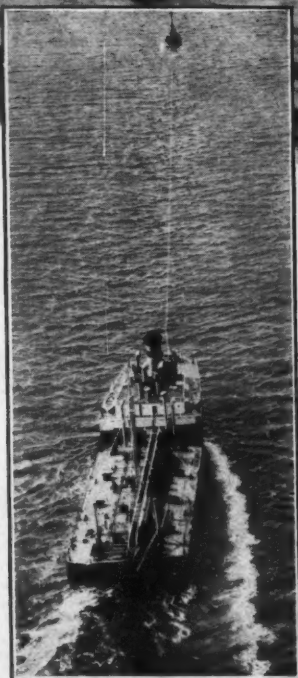


ATLANTIC FISHERMAN

MAY
1952

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES

Savage Storm Snaps Tanker in Two...



Columbian Rope comes to the rescue!

Last February, the worst nor'easter of the season lashed the New England coast. At the height of the storm the Coast Guard picked up a desperate SOS—the oil tanker *Fort Mercer* was in serious trouble off Cape Cod.

Fifty-foot waves and a 90-mile gale had split the tanker in two. Coast Guard cutter *Yakutat* worked in dangerously close to the bow . . . shot across a Manila rope life line . . . took off the last two seamen 19 minutes before the bow sank.

Thirty miles away, the *Fort Mercer's* stern rode out the storm. Next day she was towed into Narragansett Bay and her cargo of oil pumped out.

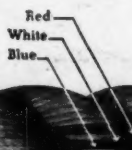
Then came the grueling tow to Brooklyn repair yards. Stern first, coaxed along by two Moran tugs on the end of an 8½" Columbian Nylon Rope, the *Mercer* wallowed down the coast to Long Island Sound . . . bulled her way through turbulent Hell Gate . . . floundered across the busy East River.

A tough tow—but Columbian Nylon is a tough rope. It's 100% stronger than Manila—naturally pliable—permanently waterproof. "Stabilized," too.

COLUMBIAN ROPE COMPANY

310-80 Genesee Street

AUBURN, "The Cordage City," N. Y.



Boston Office and Warehouse

38 Commercial Wharf

ONLY ONE NET

**HAS ALL THESE ADVANTAGES
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- 3. STRONGER, LONGER-WEARING** NYLOCK nets stand up to abrasion. They're unaffected by mildew, fungus growths, oil or gasoline!
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NYLOCK® NYLON GILL NETTING

SPECIALLY TREATED (U.S. Patented) to LOCK the threads together to prevent slippage . . . to prevent fraying . . . to keep dirt and marine matter from clinging to the net.

PATENT NO. 2590586

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Also ask them about the new experiments now
being made on heavier types of Nylon netting.**

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THE FISH NET & TWINE CO., 310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC., Moodus, Connecticut

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NYLOCK TWINE PRODUCED BY:

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500 Fifth Avenue, New York 18, N. Y.

Represented by:

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(OFFICIAL U. S. NAVY)

Ships, Men and Engines!

**The Pickerel is equipped with
FAIRBANKS-MORSE Diesel Engines**



FAIRBANKS-MORSE,

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FAIRBANKS, MORSE & CO., 600 South Michigan Avenue, Chicago 5, Illinois

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Those who have run today's advanced Evinrudes will tell you much more. They'll tell you the difference that Gearshift and Duo-Clutch make in handling ease and maneuverability. The convenience of the separate, large capacity Cruis-a-Day Tank that stows anywhere—does away with the need for frequent re-fueling. The even

sharper starting, greater flexibility and extra ruggedness that delivers hundreds of hours of added service between overhauls.

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In Canada, Manufactured by
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EVINRUDE OUTBOARD MOTORS

ATLANTIC FISHERMAN - MAY, 1952

Editorial

Fishing Industry Has Good Future

A strong note of optimism for the future of the fishing industry was evident in various speeches made at the National Fisheries Institute Convention last month.

The rapid growth of the frozen food business and the increasing use of home freezers were said to be a strong stimulant for packaged fish sales. Frozen food distribution facilities now make fishery products available in every section of the country.

More scientific analyses of fish meal and oil are uncovering new food values in these by-products, which will place them in greater demand. There are opportunities for developing new products for human consumption that would be particularly beneficial for feeding infants and convalescents and for reducing diets.

Representatives of retail markets and restaurants at the Convention said that with proper merchandising, sales of seafood could be considerably increased. Greater use of cooking demonstrations was mentioned as an ideal way to gain new customers.

New developments in packages and packaging machinery will aid the industry in meeting the present-day preference for consumer size packages. There is a definite trend toward the use of one-pound packages in ready-to-cook and even pre-cooked style. As was pointed out at the Convention, the modern housewife wants to buy her food in convenient, easy-to-prepare form.

The need for more fish recipe information was emphasized. There is large segment of the population which now has access to fish for the first time, and naturally they know little about its preparation.

Another important point stressed at the Convention was quality. This is a matter that cannot receive too much attention, and it is good to know that the Fisheries Institute has an active quality committee which is set up to disseminate practical information on quality for the benefit of boat owners, plant operators and distributors.

In order to fully take advantage of the opportunities of increasing fish sales, the industry must be alert to new developments in marketing. It must apply up-to-date methods to all of its operations from catching to distribution. It should capitalize on new trends in packaging in order to provide consumers with fish in attractive, appealing form.

More research work should be conducted to learn about new uses for fish by-products, and to improve methods of processing food fish.

Of prime importance is the need for aggressive advertising and publicity. There is a big educational job to be done in telling the public about fish and shellfish. Such a campaign should stress the nutritive, health-giving qualities, as well as the fact that fish products are appetizing and convenient to prepare.

All signs point to good business for the fishing industry. With the advancements in processing, packaging and distribution and a growing population to feed, the industry may be on the threshold of its greatest prosperity.

The fishing business has shown a steady growth through the years, with a continual increase in the overall catch and a better return for its products. Much of its production equipment in the form of boats and packing plants, has been renewed or modernized, and its personnel has acquired the technical know-how necessary in today's operations.

The fishing industry is ready to capitalize on its new products, better packaging, wider distribution and increased consumer demand. As an up-and-coming segment of the food business, the fisheries can look forward to a bright future.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII

MAY 1952

NO. 4

SPECIAL FEATURES

Predict More Large Haddock from Georges Bank	17
Oysters in South Carolina Grow Above Low Tide	18
"Pocahontas" Is New Addition to Maine Fleet	19
Fisheries Convention Held at Los Angeles	20
Gulf States Commission Hears Research Report	57

NEWS REPORTS

Boston	41	New Bedford	40
Connecticut	35	New Jersey	50
Florida	52	New York	25
Georgia	27	North Carolina	25
Gloucester	28	Ohio	30
Long Island	25	Provincetown	51
Louisiana	26	Rhode Island	28
Maine	32	South Carolina	24
Maryland	24	Texas	27
Massachusetts	41	Virginia	24
Michigan	30	Wisconsin	30
Mississippi	26		

REGULAR DEPARTMENTS

Sounding-Lead	9
Equipment and Supply Trade News	44
Fish Landings for Month of April	47
Canadian Report	54
Vineyard Bailings	55
Where-To-Buy Directory	56
Classified Advertising	58

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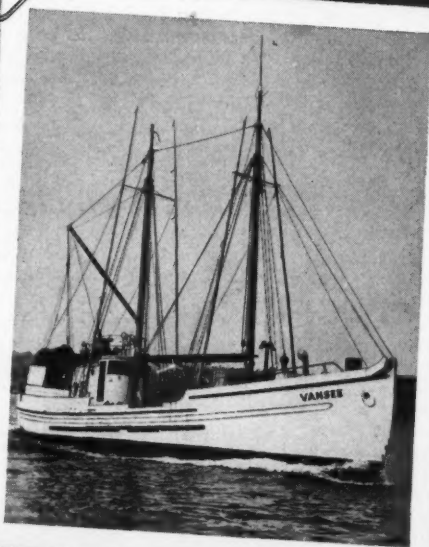
GM Diesel

Case History No. 5110-4

BOAT AND OWNER: 75-foot halibut schooner, "VANSEE," grossing 72 tons and owned by Mr. L. P. Sunderland, Bothell, Wash.

INSTALLATION: GM 6-110 Diesel, replacing a slow speed Diesel of lower power, turns 54" x 44" wheel through 4:1 reduction gear.

PERFORMANCE: GM 6-110 Diesel stepped up cruising speed from 8 to 9 knots; provides plenty of reserve power to buck strong tides. Installation of lighter, more compact 6-110 engine resulted in better trim. Owner reports "The 6-110 is handy to start, gives better response to controls, and now we have much more space in the engine room."



THIS DIESEL GIVES YOU MORE POWER

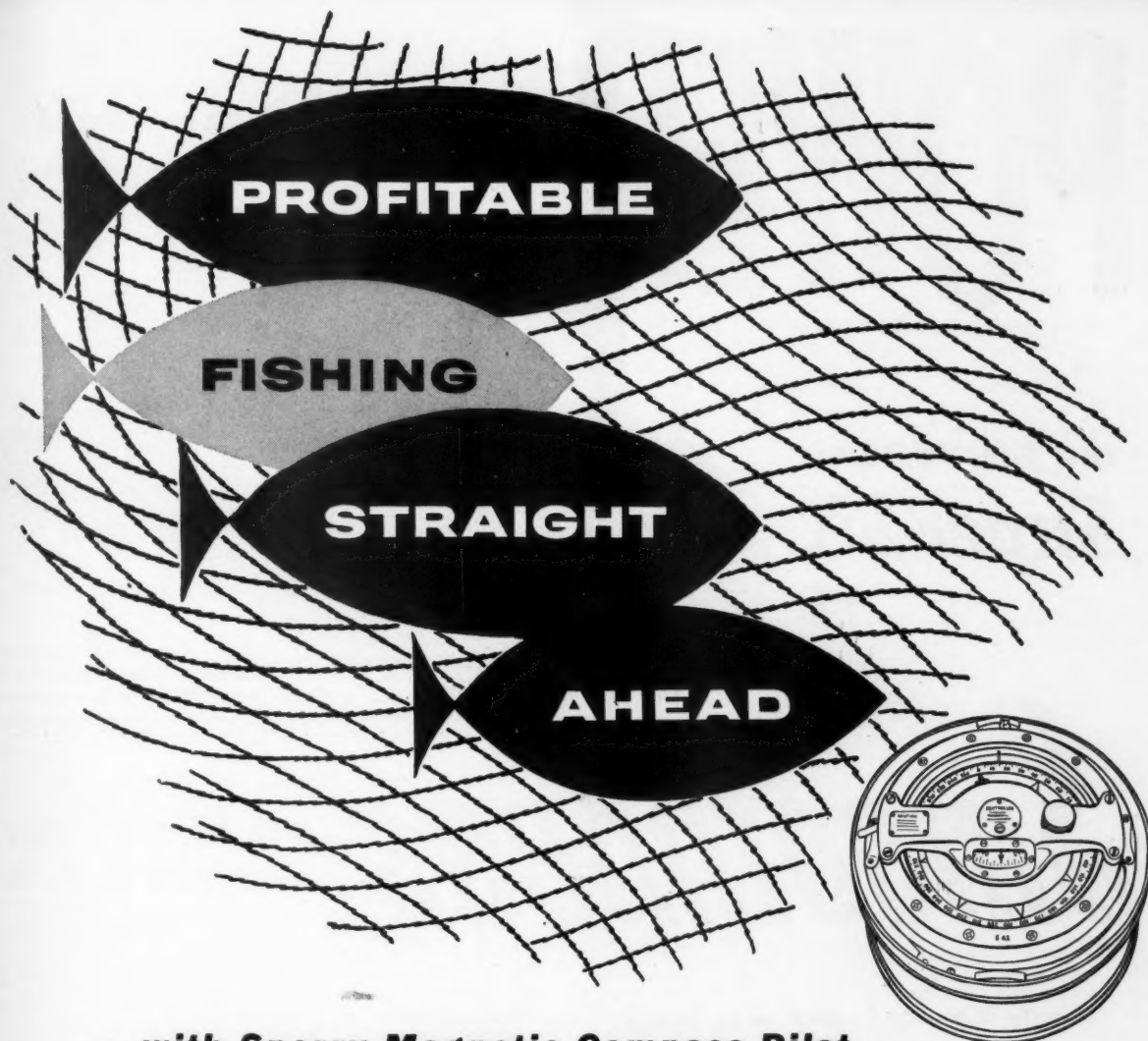
for greater speed—bigger pay loads

When you need more power for your boat, a GM Diesel engine is the answer. It gives you the extra power you need to go faster, to carry bigger loads, to work in rough weather. It's the power you need to make the most of your boat and your investment.


GM Diesel engines are built to last. They're built to give you the most power and the most economy. They're built to give you the most reliable performance.


GENERAL DIESEL ENGINE DIVISION
GENERAL MOTORS CORPORATION
WARREN, MICHIGAN







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DIVISION OF THE SPERRY CORPORATION

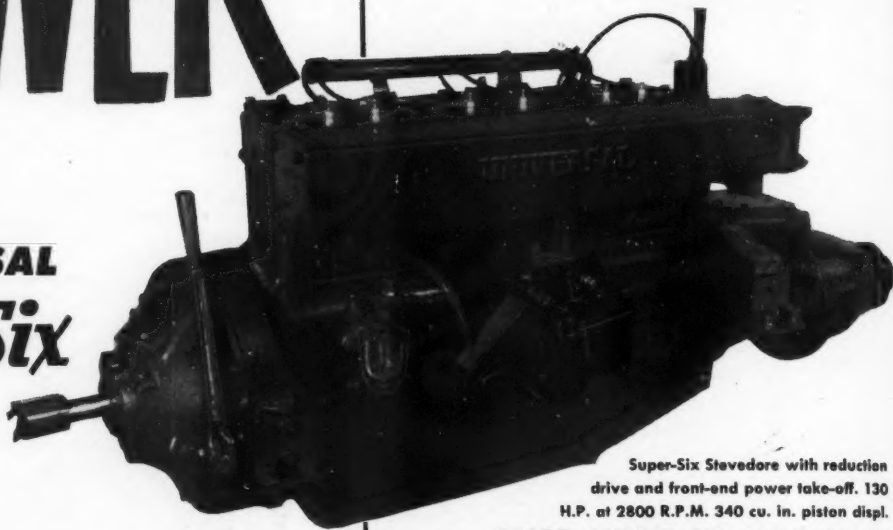
GREAT NECK, NEW YORK • CLEVELAND • NEW ORLEANS • BROOKLYN • LOS ANGELES • SAN FRANCISCO • SEATTLE
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ATLANTIC FISHERMAN - MAY, 1952

POWER

... 130 H.P. at the wheel

the **UNIVERSAL**
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Super-Six Stevedore with reduction drive and front-end power take-off. 130 H.P. at 2800 R.P.M. 340 cu. in. piston displ.

PRICE: MODEL ZS, ONLY \$1425

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...to idle all day
at 400 R.P.M.

Ready Now to Power Your Boat!

The Super-Six is a *fisherman's* motor. You can drive it hard for quicker trips . . . you can slow it down for trolling all day at 400 R.P.M.

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Most of all, the Super-Six Stevedore is *dependable* because it's a Universal—a trusted name in marine motors for more than 52 years.

GET ALL THE FACTS . . . MAIL THIS COUPON

Universal Motor Co.

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Look What the Super-Six Stevedore Gives You!

- Honest power—130 H.P. delivered at the wheel.
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- Replaceable bearing shells.
- Priced with the lowest.

Universal Motor Company
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Oshkosh, Wisconsin

I want information and specifications on the Universal Super-Six.

Name

Address

City Zone State

Sounding-Lead

Groundfish fillet imports (including ocean perch), amounted to 12,425,200 lbs. in March, or approximately 4 million lbs. more than in March of last year. During first three months of 1952 these imports totalled 31,026,500 lbs., an increase of 36% over same period of 1951.

Ten countries shipped groundfish fillets to United States in three-month period, including Canada, Norway, Iceland, Denmark, England, Holland, Germany, New Zealand, Scotland, and Sweden. The latter three countries did not export any fillets to United States last year.

Imports from Canada were heaviest, reaching 13,922,700 lbs., and accounting for over half of the three-month total. Iceland was a close runner-up, having exported 12,556,200 lbs., or nearly twice as much as in same period of 1951. Next heaviest exporter was Norway, with 2,375,900 lbs., also practically double exports of last year. Denmark shipped over fifteen times as many fillets this year as last, her total having been 1,162,700 lbs. Imports from England jumped from 78 lbs. to 604,900 lbs.

North Pacific treaty on fisheries, negotiated last Fall in Tokyo between Canada, United States, and Japan, has been officially signed in Tokyo. The treaty, first to be signed since Japan regained full sovereignty, brings Japan into association with Canada and United States in cooperative measures to preserve and perpetuate fish stocks of North Pacific. It is known as International Convention for the High Seas Fisheries of the North Pacific Ocean.

Treaty now goes before parliaments of all three countries for ratification. If ratified Commission will be set up composed of representatives of three countries. Commission will be known as International North Pacific Fisheries Commission.

Norwegian whale meat, which was introduced in United States only last year, already has met with wide acceptance by some of Nation's finest restaurants, according to Norwegian Information Service. Surveys indicate that there is potential market for about 10 million pounds of whale meat in United States. So far main problem has been supply rather than demand. However, one of main exporters hopes to increase his exports to U. S. to about 5 million pounds in 1952. Whale meat exported to United States is deep-frozen and distributed in handy cartons.

United States exports of edible fishery products during 1951 totalled 166 million lbs. and were valued at 27 million dollars, representing increase of 36 percent in quantity and 42 percent in value over 1950. Principal gains were reported in exports of canned sardines and mackerel.

United States exports of fish oils during 1951 amounted to 49,840,300 lbs., representing decrease of about 34 percent from record volume exported in 1950. Prewar exports (1935-39) averaged only 2,468,000 lbs. Bulk of 1951 exports, as in 1950, went to Western Europe. Decline in 1951 resulted from large drop in exports to Netherlands.

United States imports of edible fishery products last year totalled approximately 655 million lbs. and were valued at 160 million dollars. This was increase of 2 percent in quantity and 1 percent in value compared with the 640 million lbs. valued at 158 million dollars imported during 1950. Principal gains were reported in imports of fresh and frozen fillets and tuna, and canned tuna in brine. Substantial declines were reported in tuna canned in oil and fresh and frozen salmon.

United States imports of fish meal during 1951 totalled 128,500 tons, more than double quantity imported in 1950. Imports of fish meal for animal food amounted to 98,500 tons, an increase of 78 percent over 1950, and fish meal for fertilizer, 30,000 tons, up 255 percent over 1950.

New type fish-indicating sounder (German developed "fish lens") will shortly be used by British fishing trawlers. "Fish finder" employs a cathode-ray tube, similar to those used in radar and television, and records presence of fish in form of light on face of tube. Once presence of fish beneath vessel has been established, "fish lens" can be focused on horizontal stratum of water 45' in depth, ignoring empty water above and below fish. Instrument has maximum indicating depth of 1,800'.

It is claimed that with a little experience in interpreting the scan, size of an impending haul can be estimated, as well as direction of center of shoal, where fish are usually thickest.

Norwegian sardine promotion program which will extend over three-year period was scheduled to start middle of May in United States with proclamation that "The Best Tasting Sardines Come Your Way from Norway." Norwegian Cannery Association announced that an intensive advertising campaign would get underway May 15 in six major market areas from coast to coast. Twenty-three dailies and two Norwegian language weeklies will each carry total lineage of 5,800 by end of this year.

Between June and September newspaper ads will be supported by radio and television spot announcements in six market regions.

Fishing fleet of Ireland would be reorganized under sea fisheries bill which has been presented to legislature. Present fishing fleet consists chiefly of small craft not capable of operating on distant fishing grounds. New proposals call for large Diesel-engined vessels which can range as far as Scotland, the Faroes, and the North Sea. They will be fitted with echo-sounding gear, radiotelephones, and all other modern equipment; will have a displacement of 80 to 100 metric tons; and will be able to stay at sea for 20 days and return with 35 metric tons of fish graded and packed on board.

First six of new boats, costing 25,000 pounds each and built locally, will be operating next year. New sea fishery board will run boats, employing crews on wage plus share basis.

An underwater television apparatus is now being built for the Scottish Marine Biological Association. Device will consist of camera mounted in strong steel case which has glass window in front of operative lens and watertight gland through which camera cable is brought through steel cover plate. Information regarding apparatus was presented in paper given by Dr. J. D. McGee to Royal Society of Arts in London. Author of paper ("Television Technique As An Aid to Observation") indicated its importance in exploiting "that vast potential source of food, the ocean."

Norwegian seaweed will be made into new type of sausage casing as result of two years of experiments. In contrast to cellophane skin now used for sausages, alginate type is edible and twenty-nine times lighter in weight.

New type of casing is slated to be made by a factory now under construction in Germany, with an initial output of 22 million yards a month. Manufacturing process is patented in Germany. Raw material, however, will be 100 percent Norwegian.

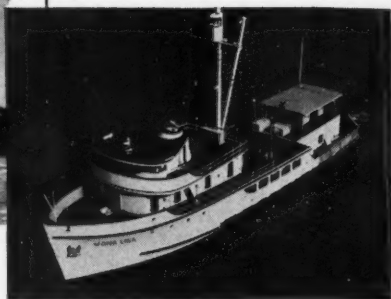
This coming Summer Norway's largest processor of alginates will have about 900 workers collecting seaweed along Norwegian coast. Company already has two dehydrating plants, near Bergen and Kristiansand, and another is being built in the northern district of Helgeland.

Norway's alginate industry lately has developed a number of excellent products which are used extensively in textiles, plastics, cosmetics, films, paints, ice cream and jam. Used as a stabilizer, algin acid makes better and safer ice cream in much shorter time than gelatin. Serving the same purpose as pectin in jam making, algin acid requires two-thirds less sugar to achieve desirable consistency.

**New Sister Ships
of the**



powered by SUPERIOR DIESELS



These two clippers, now fishing with the West Coast tuna fleet, were built by the J. M. Martinac Shipbuilding Corporation at Tacoma, Wash.

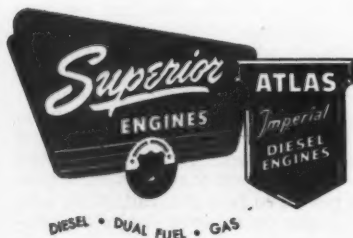
They were designed by J. M. Martinac, Sr., and constructed under the direction of J. M. Martinac, Jr. Each boat is 118' x 26' x 13'6" with cargo space for approximately 240 tons of frozen tuna.

Both the "Royal Pacific" and the "Mona Lisa" are powered by Superior Diesels, long established among tuna boat owners and Masters as dependable engines, economical

to operate and maintain.

The addition of these two new clippers brings the total of Superior and Atlas Diesel horsepower in the Pacific tuna fleets to a more dominant position in the field where they've been leaders for so long.

It's easy to check up on the performance of Atlas and Superior Diesels in fishing boat service because there are so many of them in operation. Ask any Master or write for a list of users—we'll send you new marine engine bulletins at the same time.



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it takes the RIGHT KIND of muscle

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WICKWIRE ROPE



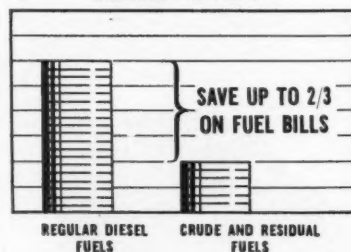
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Radiomarine is the only radio and radar manufacturer that offers a single comprehensive marine electronic equipment service plan. Radiomarine is the

for your ships wherever they go

only company making such equipment that designs, engineers, manufactures, sells, installs and services with a wholly-owned field service organization, specializing entirely in the marine field.

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tions provide unsurpassed ship-to-shore and shore-to-ship communication for contact with vessels in all parts of the world.

Radar and its companion navigational and communications equipment used aboard merchant ships are electronic devices. Like all precision instruments, this electronic equipment needs regular checking, adjusting and maintenance. Only electronic experts are trained to spot electronic troubles accurately and to correct them.

Wherever your ships go, they'll find experienced and dependable Radiomarine Service—unsurpassed service that keeps ships operating efficiently, earning dividends. Write to Department AF for complete details of the Radiomarine Service Plan.

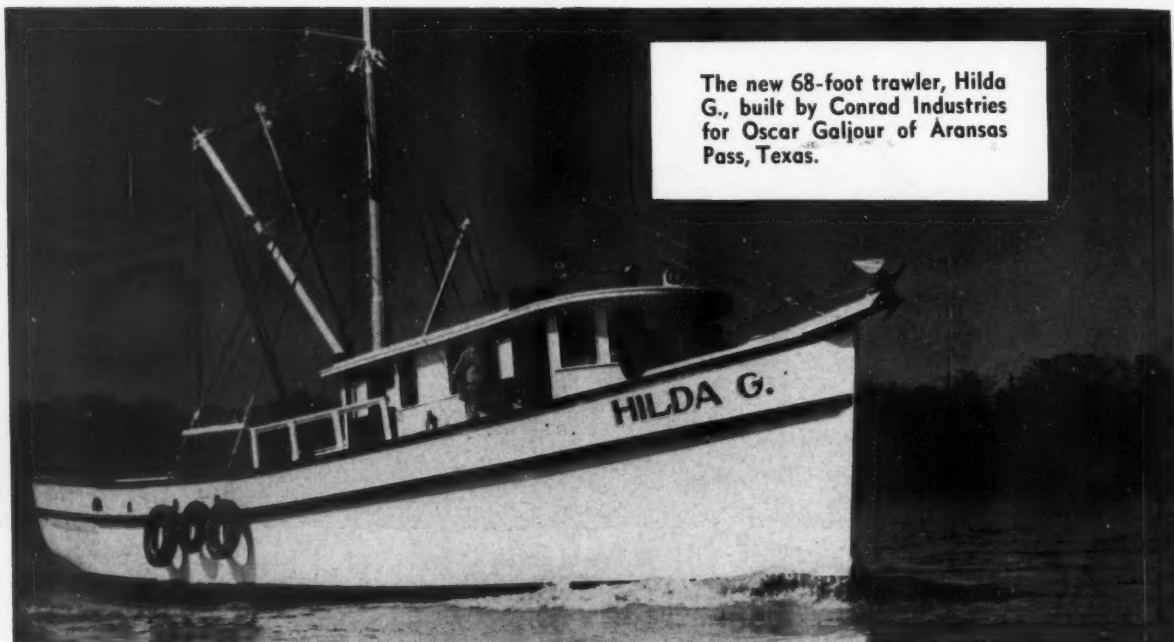
RADIOMARINE CORPORATION of AMERICA, 75 Varick St., New York 13, N. Y. Offices and dealers in principal ports;
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(2-CYCLE)

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OVERHEAD CRANES



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for Puget Sound Boat Building Co.

JUST a few short months ago, John Breskovitch, President of Puget Sound Boat Building Company, installed ten Nordberg 95 H.P. "Arrow" Gasoline Marine Engines for powering a fleet of Gillnetters to serve one of the new Bristol Bay freezerships.

Now, this progressive builder has ordered *twenty-five more* 95 H.P. Nordberg "Arrows" . . . based on the excellent speed and performance that was obtained with the original ten Nordberg engines.

A total of *thirty-five* engines purchased in such a short time is another outstanding testimonial to the over-all dependability and performance of Nordberg Gasoline Marine Engines for heavy duty fishing service.

The 25 Nordberg "Arrows" for Puget Sound Boat Building Co. were purchased through the new Seattle, Wash., office of Nordberg Mfg. Co., 2520 Westlake Avenue, North, where complete sales and service facilities are now available to serve the entire Pacific Northwest area.



In addition to the 95 H.P., 3200 rpm ARROW, Nordberg gives you your choice of four other power-packed models . . . the BLUEFIN (95 H.P. at 3200 rpm); the MARLIN (110 H.P. at 2500 rpm); the BULLET (110 H.P. at 3400 rpm); and the KNIGHT (145 H.P. at 3400 rpm).

For full details, write for BULLETIN 193.

NORDBERG MFG. CO., Milwaukee, Wisconsin

G552-F



A DIVISION OF NORDBERG

NORDBERG

DIESEL and GASOLINE ENGINES



Predict More Large Haddock from Georges Bank

Fewer Scrod Haddock, with Slight Decline
In Total Catch, Anticipated by Howard A.
Schuck, Fish & Wildlife Service Biologist

FOR the past 25 years the stock of haddock most important to United States fishermen has been that on Georges Bank. During this time Georges Bank has produced annually as much as 223 million pounds (in 1929), and as little as 50 million pounds (in 1934). Since 1934 production has fluctuated between 78 and 122 million pounds. These fluctuations in catch have always been a cause of concern to the fishermen and have contributed to crises in the fishing industry. Since 1945 the abundance of Georges Bank haddock has declined. Also, the proportion of "large" to "scrod" haddock dropped to an all-time low in 1950.

The question in everyone's mind at that time was whether this downward trend would continue or whether the stocks would again increase. For many years it has been considered highly desirable to be able to predict the future ups and downs in the haddock population.

Early in 1951, after several years of intensive study of the Georges Bank haddock population, a method of prediction was developed.

The first annual prediction was made for the year 1951. This was made in April 1951, but was based entirely on data collected during 1950. This prediction was for the haddock year, that is, for the 12-month period beginning February 1, 1951 and ending January 31, 1952. When the returns were in for the 1951 landings, it was found that the prediction had been remarkably accurate. As reported in the March 1952 issue of ATLANTIC FISHERMAN, the Georges Bank haddock catch was predicted to be 92.8 million pounds. Actually about 91.3 million pounds were landed. Thus the prediction was 98.4 percent correct. The landings represented a considerable increase over the 80.5 million pounds landed in 1950.

The detailed analysis of last year's data is now completed and the second prediction can be made—for the haddock year 1952. It is presented here as a service to the fishing industry of New England.

Before we make this second prediction, however, it is appropriate to mention certain trends in the Georges Bank haddock fishery which largely determine next year's



Obtaining scale samples from haddock being landed—an operation necessary in determining abundance of various ages.

fishing. For the past two years the fishery has been maintained very largely by one single brood of fish—those hatched in 1948. As 2-year-olds in 1950, this brood contributed over 38.4 million pounds of the total of 80.5 million pounds (or almost 48 percent) of all 9 ages landed. As 3-year-olds in 1951 this same brood contributed over 49.0 million pounds of the total of 91.3 million pounds (or almost 54 percent) of all ages landed. The tremendous importance of this one brood to the fishery is thus apparent. In fact, it may be said that there would have been extremely poor fishing on Georges Bank during the past two years if it were not for the brood of 1948. Now this big brood is not completely decimated. They will contribute in 1952; but their peak of contribution was passed as 3-year-olds in 1951.

Of the other broods now in the fishery, those which were 4-, 5-, 6-, 7-, 8-, and 9-year-olds in 1951 will also be less abundant in 1952 than they were in 1951; but those which were 1- and 2-year-olds will be more available than they were in 1951. Neither of these two young broods (those spawned in 1949 and 1950) are of particularly large proportions however. The measures of their strength that we have to date indicate that they are only of average magnitude, or slightly below average. Thus they cannot be counted upon to contribute to the extent that their predecessor (brood of 1948) did when it was 2 or 3 years of age.

Furthermore, there will be one brood affecting the 1952 fishing which had no effect in 1951, that is, those which were 0-year-olds in 1951 and which will be 1-year-olds in 1952. We do not have a precise measure of the magnitude of this brood but 1-year-olds as such are never very important to the fishery. They contribute an average of only 0.6 million pounds per year and have never contributed more than 2.6 million pounds, thus they cannot affect the outcome in 1952 very much.

The net effect, after considering the poundages and relative numbers of the different ages involved, is that increases in the fishable stocks of the younger ages will not compensate for decreases in the stocks of all older ages, thus a smaller fishable stock will be available on Georges in 1952 than in 1951. Under present conditions of fishing, a decline in landings per boat day is inevitable.

The degree to which total landings will decline depends, of course, on how much fishing is actually done. If the amount of fishing is the same in 1952 as in 1951, we predict that landings for 1952 will be about 89.0 million pounds, a reduction of 2.3 million or 2.5 percent from last year's catch.

It appears, however, that less fishing may be done on

(Continued on page 34)



Typical of trawlers which fish for haddock from Georges Bank is the 106' "Esther M.", shown unloading at Boston Fish Pier. She is operated by Standard Fish Co., skippered by Capt. Victor Greene, and powered by a 550 hp. supercharged Atlas Diesel.

Oysters in South Carolina Grow Above Low Tide Level

By G. Robert Lunz, Director
of the Bears Bluff Laboratories

THE oyster industry in South Carolina, if not unique, at least operates in a different manner from that in other seaboard States. Here, an estimated 95 percent of the oysters harvested come from oyster beds above the low tide level. The oysters, growing on the sloping banks of most of the rivers and numerous small creeks which form a lacy network of waterways through coastal South Carolina, are gathered with hand grabs.

Again, unlike many other areas, the production of young oysters is unbelievably large; so much so that practically every reasonably clean object between the tides is successively covered with young oysters. Young oysters attach themselves to or set on suitable objects from mid-May to October and even November. During the 1950 Winter a set occurred in every month.

As a result of this almost constant setting of young, and because little in the way of cultivation (except for shell planting) is practiced in the State, most oysters are of the cluster variety. These clusters are usually so crowded that they are unusable for any purpose other than steam shucking and canning.

Three Major Canning Plants

Although there are some 18 shucking sheds in South Carolina, the bulk of the industry is carried on by three major canning plants. Together, these three plants utilize 85.4 percent of the oysters harvested in the State. Annually, only about 2,300 bushels of select oysters are sold in the shell (1.5% of the total production) and 113,000 bushels of oysters (13.1% of the total production) are shucked raw.

The coast of South Carolina is divided into three parts by the three major canning factories. From Charleston Harbor northward to the Santee River is the area in which the Shelmore Oyster Products Co. at Awendaw gathers its oysters. From Charleston southward to St. Helena Sound is worked primarily by the Yorges Island oyster factory of L. P. Maggioni & Co. Southward from St. Helena Sound to the Georgia boundary is the area from which the Ladies Island factory of L. P. Maggioni harvests its oysters. There is some overlapping of effort and the geographical boundaries are not rigidly fixed insofar as oystermen are concerned.

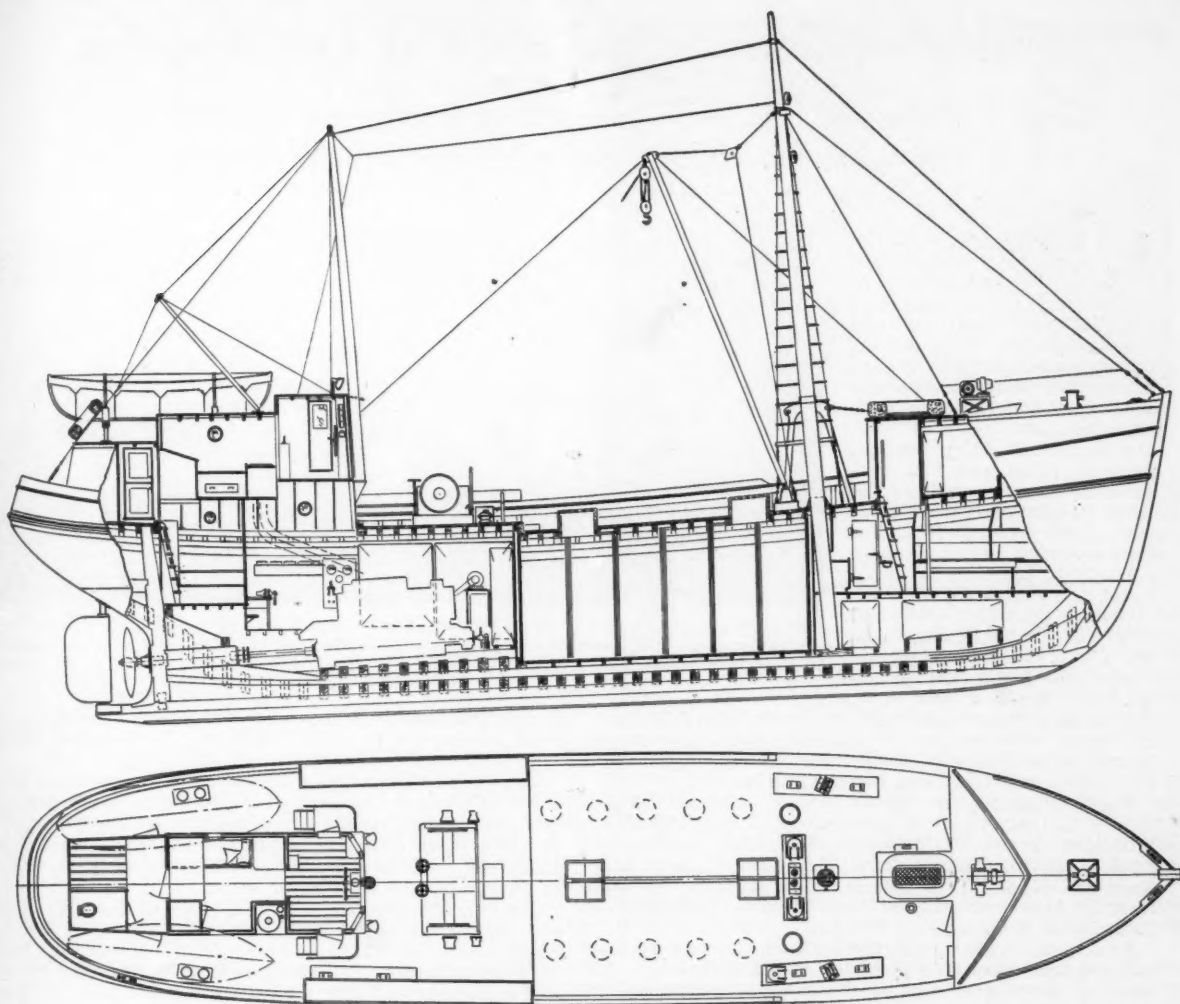
Oyster production by the three major canning factories in South Carolina for the period 1926-27 through 1948-49 gradually increased from slightly less than 250,000 bushels in 1926-27 to a high of 650,000 bushels in 1939-1940. The harvest dropped to almost an all-time low in 1944-1945, probably due to the war years and economic conditions. It then increased again, and in 1948-49 reached 506,100 bushels, or somewhat above the average production for the twenty-three year period.

It should be carefully noted that these figures are based on South Carolina measurements of oysters rather than the Standard U. S. Bushel. Code Section 3370 of the Laws of South Carolina defines a bushel measure for oysters as

(Continued on page 42)

Oyster shell planting in the waters of Beaufort County, South Carolina. From top to bottom: (1) The loading of shell from a huge pile onto the barges owned or contracted for by L. P. Maggioni & Co., Beaufort. The shells are fed from the shucking shed by an endless conveyor belt onto the mountainous shell pile. (2) A portion of the Maggioni fleet of barges loaded with shells and awaiting high tide to move into the oyster bottoms. (3) Planting the shells in a creek at high water. The shells are shoveled near the banks so that they will be exposed at low tide. (4) Low-water scene after planting, with the oyster shells visible along the shore.





Cut-a-way profile and deck arrangement plans of 92' dragger "Pocahontas", designed by Geerd N. Hendel.

"Pocahontas" Is New Addition to Maine Fleet

ONE of the latest additions to the Maine fishing fleet is the 92' dragger *Pocahontas* which has been fishing out of Boothbay Harbor. The vessel hails from South Bristol, Me., where she is owned by Pocahontas Fishing Co., of which Harvey F. Gamage is president. Capt. Maynard Lammi of Camden, Me., is skipper and Robert Wallace of Friendship is engineer.

Rigged for groundfishing as well as scalloping, the *Pocahontas* was built by Bristol Yacht Building Co., South Bristol, from lines and construction details furnished by Geerd N. Hendel, naval architect of Camden. The vessel already has made several good redfish trips, including one of 122,000 pounds, and early this month she brought in 1200 gallons for her first scallop fare.

A D397 Caterpillar Diesel, rated 400 hp. at 1200 rpm., fitted with 3.5:1 Falk reduction gear and turning a 66x42, three blade Hyde propeller, gives the dragger a cruising speed of 10 knots. The exhaust silencer is a Maxim, and the shaft is 6" bronze with Goodrich Cutless bearing. The rudder assembly, including port, holder and skeg, is of

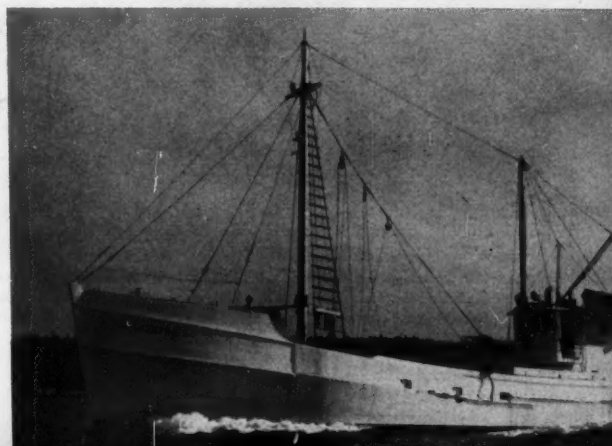
high-tensile manganese "Kennebronze", manufactured by J. K. Hodgkins Co. and designed for maximum strength and durability.

The engine room is well equipped, having electrically operated automatic and controllable compressors, C-O-Two fire extinguishing system and Shipmate oil-fired hot water heating boiler. Fuel oil capacity is over 5500 gal-

(Continued on page 53)

The new Maine dragger "Pocahontas", built by Bristol Yacht Building Co., South Bristol, Me., now scalloping out of Boothbay Harbor.

ATLANTIC FISHERMAN - MAY, 1952



Fisheries Convention Held at Los Angeles

Developments in International Fishing Regulations, Packaged Fish and By-Products Reported at National Institute Meeting

FISHING rights in territorial waters, new markets for fishery by-products, improved methods of packaging fish for consumer use and quality control were among the topics discussed by speakers at the seventh annual convention of the National Fisheries Institute.

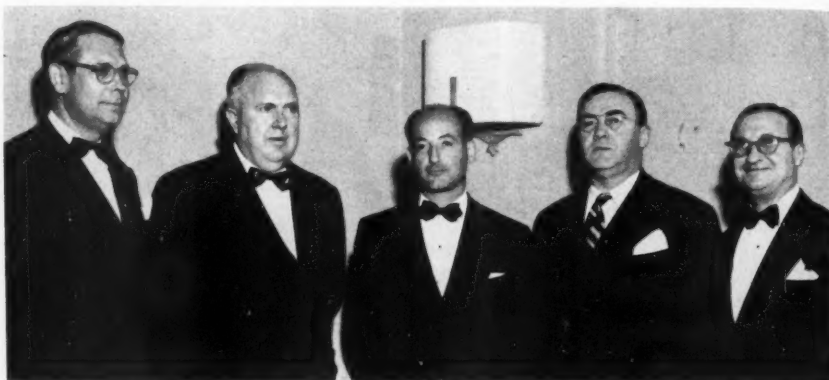
More than 600 fish producers, packers, processors and distributors from all parts of the United States and several foreign countries registered for the convention, which was held April 21 to 23 at the Biltmore Hotel, Los Angeles, Calif.

Charles D. Alhadeff, head of Whiz Fish Products, Inc., Seattle, Wash., was elected President of the Institute, succeeding Royal Toner of New York, who becomes new chairman of the Board. John A. Fulham of Fulham & Herbert Fish Co., Boston, Mass., was named Secretary, and George H. Thomas, George H. Thomas, Inc., Cincinnati, Ohio, was reelected Treasurer.

The following were elected regional vice-presidents: Sidney K. Jones, Booth Fisheries Corp., Boston; Frank W. Wilkisson, Frank W. Wilkisson, Inc., New York City; A. B. Chauvin, Chauvin Bros. Inc., Chauvin, La.; Aldo Casaretto, Koulouris & Casaretto, Los Angeles; Maurice Rattray, Anderson & Miskin, Ltd., Seattle, Wash.; Wilson C. Smithers, Robbins, Inc., Chicago.

As a result of changes in the by-laws, the new officials will not take office until June 1, and the chairmen of all standing committees will be members of the executive committee. Next year's convention will be held in Washington, D. C.

Frank W. Wilkisson was named fisheries industry man of the year on the basis of outstanding contributions to the advancement of the industry. A leather-bound copy



New officers of the National Fisheries Institute, showing from left to right, George H. Thomas, re-elected treasurer; Royal Toner, retiring president and new chairman of the board of directors; Charles D. Alhadeff, president; John A. Fulham, secretary; and Irving Usen, retiring chairman of the board.

of the NFI 1952 Fisheries Yearbook, which was dedicated to Wilkisson, was presented by August Strauss of Galilee Fish Co., New York.

Capt. John G. Murley of Fairhaven, Mass., who has devoted 60 years to the fishing business, was named "King-fish of the Year" at the Convention's Old Timer's Club, at which there were 120 old timers and guests. He was presented a set of Gloucester Fisherman book ends by L. Vernon Drape of Fall River, Mass.

The annual toastmasters award, given to the individual who makes the most progress at the Convention's toastmasters training course, went to T. H. Shepard, Jr., of the Ho-Ma Packing Co., New Orleans. W. Wade Ambrose was chairman, and Max Freeman, vice chairman, of the Convention committee. Charles E. Jackson is general manager of the Institute.

Alhadeff Sees Bright Future

In accepting the presidency of the association, Mr. Alhadeff pictured a bright future, saying, "The fisheries industry has every reason to be confident of the future. The American people are coming more and more to appreciate the nutritional and health values of fish products and the industry itself has moved to improve its methods of production, packaging and distribution so as to satisfy the housewife and her family.

"The basic problem of our industry is to develop sufficient consumer purchases so as to provide markets not only for our domestic production but imports. To do this, we must give the consumer, and especially the housewife, what she wants. This means a better product, more attractive packages and more aggressive selling and education."

An exhibit showing a colorful array of new packaging for fish products indicated a clear trend toward processing in one pound or similar, ready-to-cook or even pre-cooked fish fillets, steaks and shrimp. Leaders of the industry who spoke at packaging and cutting sessions confirmed the fact that the housewives of the nation are buying and demanding more fish in such forms.

A special feature of the Convention was the cutting and judging of 85 brands of canned sardines, frozen cod, haddock, perch and green shrimp, as well as 26 samples of frozen breaded shrimp. This event was directed by Karl Envoldsen, chairman of the Quality Committee.



Frank W. Wilkisson of New York City receiving the award which named him fisheries industry man of the year from August Strauss, Galilee Fish Co., also of New York. Wilkisson is one of the new vice presidents of the Institute, and Strauss is a director.

Charles Hester, Pacific Processing Co., Los Angeles, was elected chairman of the Fish Meal, Oil and By-Products Committee of the Institute, while Raymond L. Haynie, Jr., Reedville Oil & Guano Co., Reedville, Va., was named vice-chairman. Other Eastern and Southern members of the committee are: George Wallace, Wallace Fisheries, Inc., Morehead City, N. C.; H. R. Humphries, Jr., Standard Products Co., Inc., White Stone, Va.; Harvey Smith, J. Howard Smith Co., Port Monmouth, N. J.; Howard Sturgis, Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.; Sydney Feener, Birds Eye Division, General Foods, Woburn, Mass.; Stanley Letson, Maine Fish Meal Co., Portland, Me.

More Research Needed on Fish Meal

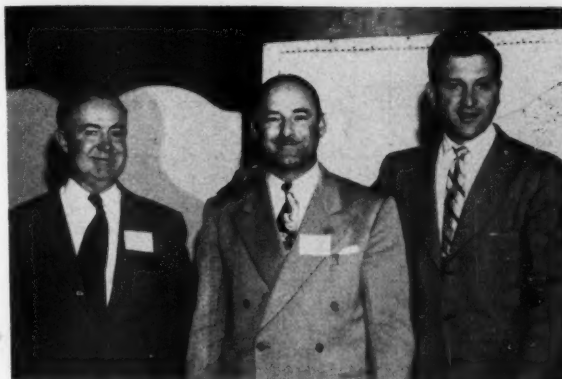
Addressing the fish meal, oil and by-products members, Wayne M. Waller, director of the By-Products Division of the Fisheries Institute, said: "It seems self-evident that if our industry is to assure itself of a prominent position in the market place of tomorrow that it must channel a substantial share of its energy, talent and money into scientific research.

"It is true that the Government of the United States, certain of the States and some of our customers are going to carry on investigations and research on our products. It is also true that certain individual firms are doing outstanding and valuable work. There must be a central agency to coordinate the work of these groups on common problems, to help them avoid duplication, to encourage them to investigate new channels and last, but not least, to seek out and open the door of the new customer."

In tracing the history of the fish meal business, Samuel M. Golden of Amburgo Co., Inc., Philadelphia, which works with feed manufacturers in preparing formulations, declared:

"We suggest that you reconsider as an industry the present policy of supplying fish meal requirements to large volume buyers all in one lump during the processing season. Instead, you can devise means for storing fish meal, and thereby assure the rank and file buyers of fish meal around the clock, or near to it. You can price your products in such a manner that would repay your storage and handling charges plus interest on the money it takes to finance such a program. As soon as you develop standards of quality and merchandising, you will come nearer to an improved price evaluation of your product. We have felt all along that compared to the price of corn, soybean oil meal, etc. you are selling your product dollar short."

Reporting on the unidentified factors in fish by-products required for chick growth, Lawrence R. Berg of the State College of Washington said: "Fish by-products have held an important place in the feeding of various types of poultry. That the protein of fish meal is of excellent quality for use in all types of poultry rations has long been recognized. Even with the advent of the com-



National Fisheries Institute directors: R. M. Meehan, Washington, D. C.; Charles Woodfield, Woodfield Fish & Oyster Co., Galesville, Md.; Lewis Goldstein, Liberty Fish Co., Philadelphia.

paratively cheap and plentiful vegetable proteins, such as soybean oil meal, it is still recognized that fish meal protein is one of the best sources of supplemental amino acids for use with this type of protein in poultry feeds."

Prophesies New Foods from By-Products

New solutions of human nutritional and health problems based upon by-products of fish were forecast by Mrs. Gertrude Beckwith, president of Philip R. Park, Inc., San Pedro, Calif. She revealed that the fisheries industry is now engaged in extensive experimental work which offers hope for solution of such problems as infant, convalescent feeding and reducing diets, based upon fish elements which for years have been discarded. She spoke particularly of the use of fish solubles obtained from pressing whole fish in the making of meals for animal feeding.

"There was a time when the body and glandular fluids of fish were discarded as useless when fish was pressed to derive animal feed meals and fish oils," said Mrs. Beckwith. "But today we realize that these liquids are high in nutrient values which can help solve many of our human and livestock feeding problems.

"These condensed fish press-waters, we are now reasonably certain, have more nutrient qualities in the growth factors and proteins than skim milk. We have been using these elements successfully in animal feeding since 1939 but only recently have we come to realize the possibilities of such for human consumption. We also believe that fish solubles have (C.Q.) values which are higher in nutritional factors than substitute or synthetic products.

"We foresee the time when humans will be competing with animals for the consumption of these fish by-products."

(Continued on page 22)



Left to right: NFI directors Stanley Letson, Maine Fish Meal Co., Portland; Capt. John Murley, Fairhaven, Mass.; H. N. Stevens, Birdseye Div., General Foods Corp., Boston; regional vice-president S. K. Jones,

Booth Fisheries, Boston; directors Vernon Drape, Louis A. Drape, Inc., Fall River, Mass.; James S. Carlson, Baker, Boies & Watson, Boston; John Del Torchio, Cape Ann Fisheries, Gloucester.



NFI director George Wallace, Wallace Fisheries, Morehead City, N. C., presiding at the By-Products Session, with Dr. H. J. Almquist of the Grange Co., Modesto, Calif. feed manufacturers, at left; and Charles Hester, Pacific Processing Co., Los Angeles, at right.

ucts. We know, among other things, that marine products are one of the best sources of food iodine. We also know that they are the best source of the unknown growth factors for animals, especially poultry."

Mrs. Beckwith stated that dietetic canned fish, especially processed, being high in proteins and amino acids but low in fats, has a valuable place in reducing diets. She predicted the time when a whole line of baby foods will be available from fish products with high essential amino acids, B-complex vitamins, major and minor mineral elements, including highly available calcium and phosphorus so important for the development of good bone and tooth structure.

"We have hardly begun to realize the opportunities available to us in products of the seas to help solve the world's health and food problems," she said. "For example, we have refined and deodorized fish solubles to the point where they make a tasty broth served like beef broth."

International Cooperation in Shrimp Business

A new pattern for international business relations may well have been found in the cooperation between United States and Mexican shrimp interests, according to Ralph MacKenzie, United States Cold Storage Corp., Dallas. Mr. MacKenzie spoke at a session sponsored by the Shrimp Association of the Americas, a new organization composed of shrimp operators of the two countries.

"At one point more than a year ago, steps were taken in Congress to establish a duty on the importation of

Mexican shrimp," said Mr. MacKenzie. "After consultation with Mexican operators, it was agreed that the two groups would seek to avoid cut-throat competition and tariff laws and cooperate, looking toward a higher quality of product and greater volume of sales in the United States.

"The Shrimp Association of the Americas is the result. This organization established a new pattern for international business relations which may well be studied by the whole fisheries industry.

"One of the most important aspects of our work is quality control and research. To guide us in our work, a committee of prominent scientists has been set up. This group has recommended tentative standards for shrimp grading and is now engaged in several research projects looking toward greater quality control of our product."

Shrimp Sales Can Be Tripled

Sale of shrimp products can be tripled by the average market if sufficient space is allocated to provide the mass display, O. W. Richards, Richards' Lido Market, Newport Beach, California, told the Quality Control Clinic sponsored by the Shrimp Association of the Americas.

"Much of the customer's impulse to buy is in proportion to the display of the product and the knowledge of the product by her favorite sales person," said Mr. Richards. "Many times we find products with little appeal in the 'fast moving' bracket simply because of the methods employed by manufacturers and distributors in educating us first on the merits of the product."

The most effective means of informing the market manager and his staff were listed by Richards as: bulletins of facts, sampling by key personnel, information on what the supplier is doing to improve merchandise, seal or guarantee of quality, and a carefully conceived distribution policy.

Another speaker at the Shrimp Clinic was Charles Eaton of Eaton's Restaurants, Inc., Los Angeles, who described the problems faced by a restaurant man in buying and serving shrimp. He cited the need for greater uniformity of product and said, "I can tell you, our customers like shrimp. We like to serve shrimp but we want to be sure that every pound of shrimp we get is of top quality every month of the year, and is of uniform count."

Dr. Edna Southmayd, Dept. of Home Economics, U.C. L.A., stated that the housewife usually purchases shrimp for either French frying, cocktails or salads. Occasionally, she purchases for creaming or casserole dishes.

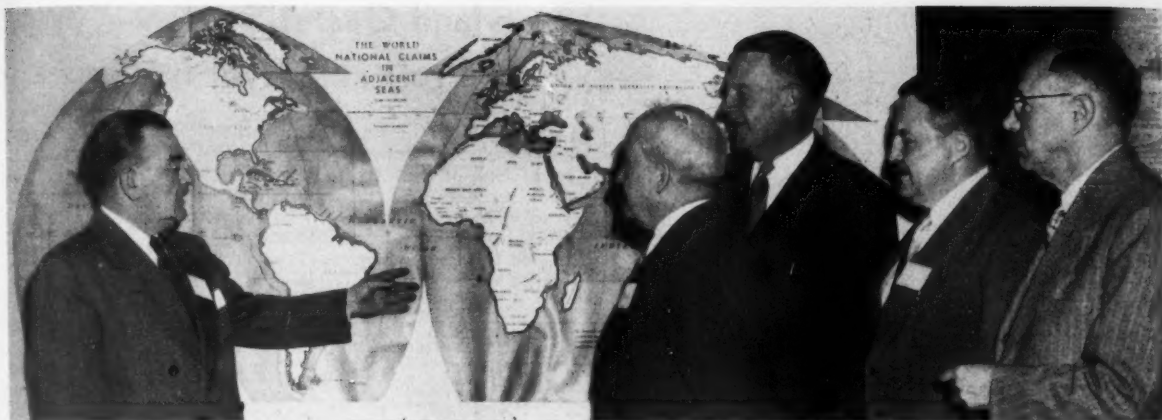
"Any test that could be developed by the Quality Control Committee that would guarantee the housewife a degree of freshness in shrimp that she is accustomed to as a result of the candling of eggs would be welcome.

"She wants shrimp in a form easy to prepare and considers the removal of the vein as an unattractive and hard chore which discourages use, but removal of the shell she



Left to right: NFI directors Max Swartz, East Coast Fisheries, Inc., Miami, Fla.; and Larry Strasburger, Envoldsen Shrimp Co., New Orleans, La.; regional vice-president A. B. Chauvin, Chauvin Bros. Inc., Chauvin,

La.; and directors W. L. Hardee, Brownsville, Tex.; Max Meyer, Meyer Fish & Produce Co., Jacksonville, Fla.; and W. W. Gillis, Taltavull Shrimp & Oyster Co., Biloxi, Miss.



Moderator of NFI Convention forum on Territorial Waters, Thomas D. Rice, Massachusetts Fisheries Assoc., left; with J. W. Bingham; Mont-

gomery Phister, Van Camp Sea Food Co.; Wm. C. Herrington, Department of State; Edward W. Allen, International Fisheries Commission.

does not consider as hard and it does not carry the stigma that the removal of the sand vein does," Dr. Southmayd reported.

International Fishing Problems Analyzed

United States problems and policy on fisheries and territorial waters were analyzed by William C. Herrington of the Department of State who declared:

"To discard and abandon traditional concepts of international law in favor of unilateral action and claims by each nation facing on the international sea, would lead only to chaos. We seek, rather, to build upon the past through joint action with our neighbor nations in developing solutions to these new joint problems.

"The two most critical of the new problems are: first, to protect and encourage the development and effective operation of the programs for maintaining the maximum productivity of stocks of fish being administered by ourselves and others in the face of the threat imposed by the potential intrusion into these fisheries of far ranging fishing fleets from other countries. These stocks of fish have been built up and maintained at a highly productive level only as a result of much money and effort expended for research by the United States and other countries, and by the imposition of drastic controls on our fishermen.

"The second problem is that created when wide ranging fleets of fishing boats from one country exploit the stocks of fish in the high seas waters off the coasts of another, with such intensity that the continued productivity of these resources is endangered. This problem breaks down into two parts. The first is the straight sustained yield problem concerned with the continued productivity of the resource which is essential to the healthy operation of the fishing fleet which pioneered and developed the fishery. The second is the psychological problem which develops when the people of the contiguous country observe the boats of another country operating on the high seas off their coasts.

"The people of this contiguous country may be making little or no use of these stocks of fish which may be only the fringe of wide ranging stocks spending most of their time in other waters. Nevertheless, the contiguous people usually develop a strong feeling that these fish are potential resources of special concern to their own country because of its proximity and that the future of this resource is endangered by the operation of the 'foreign' fleet. Therefore, in spite of the fact that these stocks are part of an international resource, whose extent, behavior, and method of capture would have been little known except for the operations of this 'foreign' fleet, a popular clamor develops or is created to 'persuade' the government of the contiguous country to take action to prevent or limit these operations.

"At the Tripartite Fisheries Conference in Tokyo, held by delegations from the Governments of Canada, Japan and the United States, the United States proposed and

after extensive discussion and some modification the other countries accepted, certain principles bearing on conservation programs. Essentially these principles provide that when a country has developed and is making full use of a stock of fish, is carrying on an extensive research program to obtain information for the most efficient conservation of this stock, and enacts and enforces regulations and restraints on its own fishermen for the purpose of maintaining the maximum sustained productivity of the stock, then in the interest of encouraging and maintaining such a program, other countries which are not participating in this fishery will agree to abstain from participation as long as such conservation programs exist.

"The second problem which involves the activities of the fishing fleets of one nation on the high seas off the coast of another, also requires international cooperation and agreement. A good example of this problem is the activity of the United States tuna fleet operation off the coasts of Latin American countries. This problem cannot be solved by the United States alone. Even the straight sustained yield problem cannot be solved without the cooperation of other countries for the fish spend part of their time in the territorial waters of these countries."

Regulation of High Seas Fishing by Species

A new formula for solution of the troublesome problem of territorial water rights, at least for fish products, was proposed by Montgomery Phister, Van Camp Seafood Co., Terminal Island, Calif. He proposed that international fishing operations be regulated by fish species rather than by territorial rights. Under his plan, each country would have policing powers as distinguished from fishing powers, within specified limits of its water boundaries.

"Long established concepts in relation to territorial rights of nations should not be applied to the problem of fishing practice," declared Mr. Phister. "In trying to do this, we fail to consider the findings of scientists, oceanographers and fishermen in comparatively recent times. The lawyers and the diplomats need to catch up with the scientists and to work out new bases for international fishing relations.

"We should begin with the admission that for reasons of protection, health and traffic, every nation has a legitimate claim to police powers within agreed off-shore limits. This might be the three-mile limit or some other agreed distance.

"The policing territory, however, has little to do with the fishing rights of nations, except as fishing practice relates to protection, health and traffic. We should take a completely different approach and, to me, a simpler and much more practical and workable approach when it comes to the fish which inhabit the seas.

"Here I propose that we set up our procedures based upon fish species—not upon physical areas. Some fish live

(Continued on page 36)



The fishing boat "Mary Elliott", owned by Thomas B. Chandler of Charleston, S. C., and operated out of Fort Myers, Fla. Power for the vessel is furnished by a 120 hp., D13000 Caterpillar Diesel.

Maryland Oyster Season Most Profitable Ever

The 1951-52 oyster season turned out to be the most profitable ever experienced by many commercial watermen. One of the reasons for the welcome prosperity has been the high price of oysters, which on several occasions rose to as much as \$4.50 a bushel. An oysterman taking from 10 to 20 bushels a day at these figures is assured of a good take home pay. Packers also have had a successful season with oysters in fairly good supply most of the time.

Augmenting the yield of oysters from natural bars and from plantings made by the State were those taken from leased grounds on which the planting and cultivation of oysters is being practiced with varying degrees of success.

Many oystermen already have reconditioned their crabbing boats for the new crabbing season which opened May 1. The major portion of the crab population successfully survived the Winter, and Marylanders appear to be headed for another bumper crop of blue crabs.

Virginia Having Good Run Of Shad and Herring

Virginia's annual Spring run of shad and herring is on. Reports from the tidal rivers indicate a strong migration this year. One warden said the shad and herring run in Richmond County "was the best in years." Other rivers, such as the Chickahominy, Potomac, Pamunkey, James and Appomattox, also are getting good runs.

At Gwynn, Ernest Callis, secretary of the Mathews Sea Food Protective Assoc., said that shad was plentiful early in April and that buck and roe shad were bringing 7 to 17 cents a pound, respectively. He added that herring, also abundant, was being bought at the wharf for only 1½¢ per pound. Crabs were bringing \$3 a barrel, and catches were rather light.

Slightly better prices prevailed at Bayside Wharf, with Leslie Hudgins of the T. H. Greene ice plant reporting generally good catches.

Make Good Hard Crab Catches

April was an exceptionally good month for the taking of hard crabs in pots. From the first day Tangier potters made good catches. One fisherman recently captured 28 barrels of crabs in 80 pots and sold them for \$4.00 a barrel.

According to reports, a bigger run of crabs is moving up the Chesapeake. This affected prices for hard crabs in the Tangier and Crisfield markets, causing them to fall from \$4.00 to \$2.50 a barrel.

The peeler-crab season started on May 5, when 9 crab houses opened and about 100 crabbers began netting and scraping the grassy bottoms in Tangier waters. They caught and sold many peelers on that first day. The price for peelers started at 1½¢ apiece.

Very few shad and herring were caught in Tangier pounds during April, but some good catches of rock were made. Capt. Smith Parks, fishing a trap along the western shore of Foxes Island, captured 1,000 lbs of rock on April 24.

Hampton Roads Area Landings

Totalling 3,775,000 lbs., fish landings in the Hampton Roads area during April dropped nearly 1½ million lbs. from March, but were slightly larger than in April, 1951. Only 265,000 lbs. of the haul was taken from pound nets. Over 75% of the entire catch consisted of scup and sea bass, landings of which were 1,570,000 and 1,327,000 lbs. respectively.

Loss of Fishing Area Provides Legal Claim

Senator O'Connor has introduced a bill for the relief of William R. Jackson, administrator of the estate of William C. Jackson, deceased Maryland commercial fisherman whose claim for damage against the United States Government for deprivation of fishing rights has been given favorable consideration by the U. S. Court of Claims.

Mr. Jackson held a commercial fishing license from the Maryland Tidewater Fisheries Commission covering a particular area of the Chesapeake Bay in the vicinity of the Aberdeen Proving Ground, from which he was barred in February of 1943, in the course of an expansion of the Proving Ground.

The Court of Claims concluded that Jackson had been wrongfully damaged by the action of the Government, and recommended to the Congress that he be paid \$11,500 plus interest from February, 1943, to the date of payment.

Oyster Bed Opened to Transplanters

An oyster ground in the Choptank River was opened to tongers the latter part of April, but the oysters taken must be transplanted to clean waters. They become fit to eat after they've been in a clean area for 30 days.

The area opened is adjacent to the Choptank River bridge along the Cambridge waterfront. The yield will be taxed 50¢ a bushel.

Decide Against Oyster Lease Applications

A Circuit Court jury found last month that 150 acres of oyster bottoms off the entrance to Broad Creek in Pocomoke Sound cannot be leased because they are natural bars. Five relatives of Richard Christy, official of a Crisfield packing firm which already has leased 2500 acres, had applied for the leases. Six watermen opposed the applications, arguing that the bottoms are not barren.

S. C. Crab Trawling Season Ends

Crab trawling inside harbors, sounds and bays of the South Carolina coast became illegal at midnight on March 31. The trawling for crabs, which is done with a large mesh net, was extended through March 31 after studies by G. Robert Lunz of the Bears Bluff Laboratories indicated it would not harm fish or shrimp. Trawlers now may operate only in waters outside the coastal bays, harbors and sounds.

Taking of female crabs with egg sponges is prohibited by State law. This applies to individual crabbers as well as to commercial trawlermen.

North Carolina Oyster Season Best in Years

The oyster season, which is now nearing its end in North Carolina, has been the most successful one enjoyed by oystermen in some time. North Carolina oysters during the current season have not only been more plentiful and better than in many years, but they also have brought oystermen an average of \$1 a bushel tub more than they did in the 1950-51 season.

Completion of what is believed to be the largest single seed oyster planting project ever before attempted in Brunswick County was announced last month by George R. Ross, director of the State Dept. of Conservation and Development.

Ross said that 3,968 bushel tubs of seed oysters were planted in public-owned bottoms in the Shallotte River area. The job of gathering and planting of the seed oysters was supervised by R. H. Leonard, a Shallotte oysterman, under the direction of the Commercial Fisheries Division of the Department of Conservation, and the Institute of Fisheries Research, Morehead City.

Another large seed oyster planting project in eastern North Carolina waters also has been completed. The project, the last one planned at this time for the oyster bottoms of Brunswick County, entailed the planting of 3,800 bushels of seed oysters in the Lockwood Folly River areas south of Supply in Brunswick.

The need for additional oyster bottoms in Brunswick County has been long felt and legislation enabling the Department to plant oysters in that County was passed by the 1951 State General Assembly following its introduction by Rep. Harry L. Mintz, Jr. Under the Mintz act, none of the oysters planted in the area can be harvested during the next three years or until the oysters reach maturity.

Named to Supervise Shad Research

R. A. Fredin, U. S. Fish & Wildlife Service, Beaufort, has been promoted to the position of supervisor of the shad research program of the Fish & Wildlife Service. He fills the position vacated by G. B. Talbot who was placed in charge of the Beaufort station upon the transfer of C. E. Atkinson to the Pacific coast.

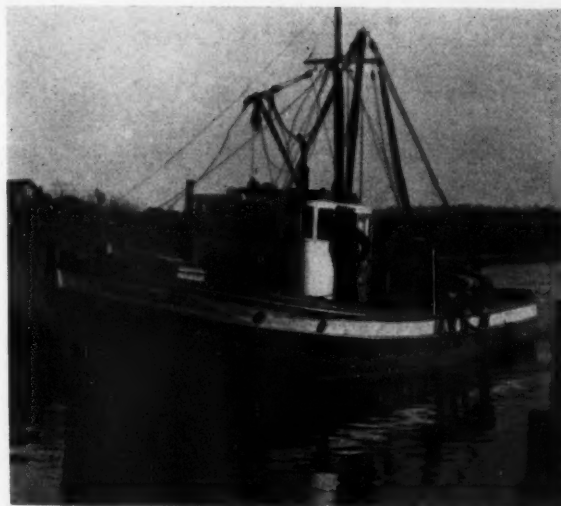
The shad research project embraces Atlantic Coast States. This year the research is centered in the Chesapeake Bay area and next year the research will be in North and South Carolina.

Asks Permit to Build Pier

The Twin Oaks Fish Co. of North Harlow has asked the Corps of Engineers, U. S. Army, for permission to build a 200' pier on the west side of Adams Creek in Craven County approximately 2.5 miles south of the Neuse River and opposite intracoastal waterway light No. 9.



Clifford Gregory's 43' shrimp "Mary E." of Pamlico, N. C., which is powered with a 115 hp. Lathrop gasoline engine and has Hudson American radiotelephone. Woolsey paints are used on the craft.



Skimmer clamming is done by the 48' "Wanderlust", which runs out of Baldwin Harbor, Long Island, N. Y., under Capt. George Carman. Owned by Mrs. Ethel M. Noon of Baldwin, the craft has an 80 hp. Mack Diesel with 18 x 30 Columbian propeller and 2:1 Twin Disc reduction gear. The vessel is painted with Pettit paint, uses Esso fuel and lubricating oil, and is equipped with Hathaway hoist and Columbian rope.

Long Island Fishermen Sign Pact On Use of Montauk Beaches

After a dispute of many years' duration, sport and commercial fishermen using the beaches around Montauk have finally gotten together and signed an agreement to set aside certain sections of the beaches for the use of each group. The agreement will be operative for the rest of 1952.

For close to a century, seine fishermen have been using the beaches from Westhampton to Montauk Point. Setting their 300-ft. nets by dory in wide semi-circles offshore beyond the breakers, they pull in their catch by working the ends of the net together toward the shore.

Sports fishermen who more recently have been using the Montauk beaches for surf casting have protested that seine fishermen not only take small fish and bait but also stir up the water, ruining the surf casting.

The solution worked out by the groups calls for a "Surf Casters' Sanctuary" to be set up from Shagwong Point to Montauk Point on Gardiner's Bay and from Montauk Point to Gurney's Inn on the Atlantic side.

Seiners have agreed to stay out of this area and in turn the surf casters will honor the right of the seiners to operate in the remaining shore areas in the town of East Hampton.

Reports Big School of Striped Bass

Early last month the largest school of striped bass seen in the Hudson River in more than 20 years was spotted headed upstream to the Tappa Zee, a wide placid section between Piermont and Nyack. A fisherman licensed to net fish in the Zee reported catching almost 3 tons in less than 24 hours.

Two Draggers Change Hands

Chet Holzman is the new owner of the dragger *Dianne*. He purchased the vessel from Case and Dick Van Essendelft, and is now skimmering out of Shinnecock. Holzman sells his catches to the Fire Island Bait Co., which supplies the Bluepoints cannery at West Sayville.

Capt. Case Sanders has sold his dragger *Two Sisters* to Ed Conrad of Lindenhurst.

Mississippi Dispute Over Shrimp Prices Settled

The shrimping industry along Mississippi's Gulf Coast was back in operation April 21 after almost a month's lay-off. The dispute arose March 25 when union officials raised the price of shrimp \$5 per barrel and factory owners would not agree to the new price. Union officials asked \$60 per barrel on the 1 to 15 per pound white shrimp, whereas the old price had been \$55. Factory owners finally agreed to pay a \$2 per barrel increase, and several new size scales were introduced.

One to fifteen per pound white shrimp now bring \$57 a barrel at the wharf and \$53 a barrel on the grounds where they are caught. It has been reported that fishermen are trying to get away from selling shrimp by the barrel. The price on the 1 to 15 shrimp per pound is 24¼¢.

"Oregon" Continues Shrimp Explorations

The Fish & Wildlife Service's exploratory vessel *Oregon* covered an area of the Gulf of Mexico from east of the Mississippi River to Brownsville, Texas, on a trip which ended April 23. White shrimp, mixed about equally with brown shrimp, were found out to 32 fathoms in drags off the southwest pass of the Mississippi River. These drags produced about 20 to 30 lbs. per hour, but the white shrimp were more numerous inshore in 20 fathoms.

Catches of brown grooved shrimp were made south of Trinity Shoal, La. in 30 to 40 fathoms, south of Galveston in 20 to 40 fathoms, and northeast of Brownsville in 20 to 40 fathoms. The best catches were not good (about 90 pounds an hour) and were made in the 30 fathom depth range in all areas. Catches were smaller in both the 20 and 40 fathom ranges.

Drags were made off the edge of the continental shelf between 93° west longitude and 26° 40' north latitude off the Louisiana and Texas coasts in depths of 200 to 450 fathoms. Only a few pounds of red shrimp were taken although some were present in all of the successful drags from 200 to 300 fathoms. These shrimp appear to be less common at this season than in the vicinity of the Mississippi River mouth. A series of four drags attempted in 200 fathoms near 27° 25' north and 95° 50' west were unsuccessful because of failure of the trawls to reach bottom. The possibility that this was the result of strong and unusual currents was suggested by the behavior of the rig.

A "mud rope" used on a 100' flat trawl gave very good results on soft bottom. The "mud rope", used as a ground line of the trawl, was constructed by binding old webbing on ¾" wire rope to bring the diameter to about 6". The rig worked better with somewhat reduced length of trawling cable as compared with the standard flat trawl rig.

Reports from the fishing fleet during the period covered by the cruise indicate that shrimp fishing was relatively poor with only scattered brown shrimp showing and white shrimp production fair. Reduced shrimp landings in the northwest Gulf during the months of March and April may in part be attributed to adverse weather conditions.

Fishing Boat "Novelty" Refloated

The 110' fishing vessel *Novelty*, which went aground on the northern tip of Chandeleur Island, southeast of Gulfport in the Mississippi Sound, was refloated April 30 by another fishing vessel. The *Novelty* continued on to Pascagoula with her 23 crewmen aboard. She is owned by Capt. West Robertson of Pascagoula.

Cat Food to Be Produced at Pascagoula

The Coast Fisheries Division of The Quaker Oats Co., which has leased wharf space in Pascagoula, Miss., expects to start production there in May of its nationally known cat food, Puss 'N Boots. About 25 people will be employed in the plant. All fish for the Pascagoula operation will be purchased from local fishermen.



The "E.L.S.", 40' fishing boat owned by Emmet L. Scobel of Buras, La.

Louisiana Shrimpers Oppose Dynamiting for Oil

More than one hundred members of the Gulf Coast Shrimp Producers Assoc., Inc. attended a regular meeting of the group last month at Morgan City, La., and much of the discussion was devoted to the effect of dynamiting on shrimp fishing. It was the opinion of the meeting that oil exploration crews can be convinced by the records of shrimp production that dynamiting scares and scatters the shrimp. Following a period when all prospecting ceased in the Gulf for a year or two, 1951 saw the resumption of good-sized catches and steady production of shrimp. Prior to that time shrimp production fell off to an alarming degree in the Gulf waters off the Louisiana coast where seismograph crews set off dynamite charges for many months and over a large area of the Gulf.

The shrimp producers voted to circulate a petition to present to the authorities urging the prohibiting of the use of explosives. It was brought out in discussion at the meeting that there are other successful methods of exploring for oil which do not require dynamiting.

New Seafood Plant at Franklin

The Franklin Packing Co., new seafood plant employing some 150 persons, opened in Franklin, La. last month. The firm, successor to the former Morgan City Packing Co., will clean, process, can and freeze shrimp and other seafood for shipment all over the United States.

Owners of the new business are Horace Autin, manager; his sister, Mrs. Willie Guidry; and Delta Cheramie of Houma. Autin and Mrs. Guidry were both identified with the Morgan City Packing Co. for many years.

The plant will have a capacity of up to 150 barrels of shrimp daily. The seafood will be purchased from shrimp fleets that will use the Franklin canal in landing their catches at the new plant. From 25 to 40 shrimp craft operated in the canal serving the old firm. Autin said that the same building and facilities will be utilized by his Company.

Widening of the canal and construction of a road parallel to it is a project of the Franklin Chamber of Commerce. The organization has proposed the improvement in order to attract additional marine interests into the city.

Many Boats Documented at Morgan City

Morgan City, which has been a Port of Documentation since 1948, has 530 vessels of 5 net tons and over registered there. However, these vessels, approximately 85% of them fishing craft, do not by any means represent the entire fleet of such boats harbored at Morgan City or working out of that port. There are still large fleets which have not changed their Ports of Documentation.

Texas Fisherman's Cooperative Elects Galjour President

At the annual meeting of the Texas Fisherman's Cooperative Association, Inc. of Aransas Pass, Oscar Galjour was elected president and Raymond Bede was named general manager. Johnnie Nelson was re-elected manager of sales and Bertoul Meloncon was named secretary.

A new marine ways to handle boats up to 100' in length is under consideration by the Texas Fisherman's Cooperative Association, according to Manager Bede. Haul-out service will be available to the public as well as to members of the Association. Work is expected to get under way as soon as plans are completed and the necessary applications approved.

Zorn Purchases Shrimp Freezing Ship

Casey Zorn, who recently sold his trawler *Sabine No. 1* to T. L. Bishop of Aransas Pass, has purchased the trawler *Three Brothers* of Galveston, which is a large vessel with complete freezer and storage equipment. The first trip out the haul of shrimp was worth \$17,000, and the shrimp were landed packaged and frozen, ready for the retail market.

Mr. Bishop, the new owner of the *Sabine No. 1*, operates a marine machine shop and repair business on the Conn Brown Basin at Aransas Pass.

Port Isabel-Brownsville Top Shrimp Area

Shrimp landed at Texas ports during the month's period ending April 25 was 16,996 barrels. The Port Isabel-Brownsville area led with 10,900 barrels, while Aransas Pass was second with 4,420 barrels. The remainder was landed at Port Lavaca and Galveston.

Prices paid boatmen per pound of white shrimp, heads on, were as follows: 20 or less, 28¢; 21-25 count, 26¢; 26-30 count, 22¢; 31-42 count, 18¢; 43-65 count, 12¢.

The prices for grooved brown and pink shrimp were 1¢ less per pound in each class than prices paid for white shrimp.

Bay shrimping has been at a standstill in the central Texas Gulf Coast area. Two Brothers at Ingleside has not had a trawler out in the bay since the opening of the season on March 15.

A few bay shrimp have been caught in the Rockport and Seadrift areas, but production is negligible. Weather has been unfavorable for small trawler shrimping along the shores in the Gulf.

Red snapper production during the month's period totalled 50,200 lbs., divided between Galveston, Port Aransas and Port Isabel. Landings of trout, drum, reds and flounders amounted to 34,450 lbs. The oyster yield from all ports was 540 barrels.

Oyster production in the Rockport area, after a good start earlier in the season, has dwindled to a trickle. Two companies are getting most of the production. Only a few small oyster dredges operated during March and April.

Shrimper "Lady Jane" Total Loss

The shrimp boat *Lady Jane* burned to the water line early in April after being rammed by tug-pushed oil barges in the Brownsville ship channel. Capt. Lawrence Falgout was seriously burned when he fought his way from his gasoline-flaming engine room and jumped overboard.

Shrimp Association Directors Meet

The Board of Directors of the Texas Shrimp Association held their first Spring meeting at Port Isabel on March 17, with President Carlton Crawford of Palacios presiding. Jim Barr, secretary of the Association, called attention to the increased consumption of shrimp since the national advertising campaign was launched. It was pointed out that a large increase in production would be necessary this year if demands are to be met.



Western Shellfish Company's 65' x 19' x 6½' shrimp trawler "Lady Mae" of Aransas Pass, Texas. She is powered with a 120 hp., Caterpillar D13000 Diesel.

Georgia Shad Fishermen Have Best Season in Years

March 29 marked the close of Georgia's 1952 commercial shad fishing season, regarded as one of the best in recent years. The season normally closes April 1, but shad regulations prohibit fishing from sundown Saturdays to sunup Tuesdays, and April 1 fell on a Tuesday. The rest period allows some shad to get upstream to fresh water to spawn. Sports fishermen may fish for shad the year around.

The use of nets is permitted commercial fishermen. These nets, weighted at one end and floated at the other, are placed up to the allowable two-thirds of the way across coastal rivers.

New Closed Season for Shrimp

Copies of the new shrimping act passed by the last General Assembly have arrived in Brunswick and show that sounds as well as the previously reported outside waters, are to be closed henceforth from January 1 to March 15. Local option elections allowed in coastal counties by the act apply only to the balance of the year other than the Winter period. It had been understood earlier that the local option covered the full year.

McIntosh County voters were the first to exercise the local option and went to the polls April 2 to determine whether the sounds of that County should be opened to commercial shrimpers from March 15 to January 1. Such elections require petition by 10% of the registered voters.

It was pointed out that the act automatically closed all sounds to shrimpers until local option elections might reopen them. But whether this provision will be enforced has not been revealed.

New Package for SeaPak Breaded Shrimp

The SeaPak Corp., St. Simons Island, has repackaged its leading nationally distributed product—breaded fan-tail shrimp. The new breaded shrimp package carries a light blue background, adapted from the company's original package, on three-fifths of the main panel. This provides color contrast for the lifelike illustration of an appetizing dish of golden brown breaded shrimp. White on the remaining two-fifths of the main panel backgrounds descriptive product copy forcefully arranged in red, yellow, light blue and black.

SeaPak's red pilot wheel trademark stands out on the main panel and appears five times on the whole package. The company's exclusive flash freezing process is featured on the back panel. Cooking directions and general information appear on the bottom of the package.



Norman Brownell's 37' "Alice May" of Newport, R. I. She is painted with Woolsey paint, and has an 80 hp. Lathrop Diesel which turns a Hyde propeller. Other equipment includes Surrette batteries, Plymouth rope, Linen Thread Co. Gold Medal nets, Danforth anchor, Hudson American Corsair II radiotelephone, Roebling wire rope and Wilfrid White Surecho depth sounder. Gulf fuel oil is used.

Gloucester Seiners Land First Mackerel Trips at Cape May

Gloucester seiners landed their first catches of mackerel April 20 at Cape May, N. J., officially starting off the 1952 season. The seiner *Alden*, Capt. Alphonse Mineo, reported at Cape May with 15,000 lbs. small mackerel, while the seiner *Rosie and Gracie*, Capt. Joe Palazolla, hailed for 10,000 lbs. small mackerel.

The two seiners left Gloucester on April 14, and were the first of the Gloucester fleet to sail. The only other Gloucester seiner down south the latter part of April was the *Santo Antonino*, Capt. Johnnie Vadala. Two others are expected to be leaving shortly. They are the seiners *Lone Ranger*, Capt. Gerome Frontiero, and the *Jean and Patricia*, the latter under a new owner-skipper, Capt. Frank Foote.

The Gloucester dragger *Edith L. Boudreau* arrived in New York on April 7 with 71,100 lbs. of fresh fish, which included 22,000 lbs. of mackerel. That is the biggest mackerel haul by a dragger out of New York for several years, and the Gloucester seiners hope it is a good sign.

Rhode Island Bill to Enlarge Dragging Area Vetoed

Asserting he was acting to "preserve an important phase of the State's conservation program which has been in effect over the past 13 years," Governor Roberts on April 28 vetoed a bill passed by the Rhode Island Legislature which would have opened up to commercial fishing draggers the Sakonnet River, the Rhode Island part of Mount Hope Bay, and an additional area of Narragansett Bay.

Conservationists, sports fishing groups and a group of commercial fishermen opposed the bill on the grounds that it would destroy fish spawning in the bay, especially blackback flounder. The measure had been backed by commercial fishing interests in Newport and by most of the Newport County legislative delegation.

All of Narragansett Bay was closed to draggers, effective May 1, as a result of the Governor's veto. A law which had permitted dragging as far north as a line running east-west at Quonset Point expired on that date.

Marketable Oysters Scarce

A scarcity of marketable oysters has shut down operations of Warren's oyster industry for this season, one of the earliest closings in years, and has caused the indefinite suspension of business by one firm.

Byron Blount, president of E. B. Blount Sons, Inc., announced that his firm is selling its entire Narragansett Bay oyster stock to the Warren Oyster Co., and will concentrate on developing its out-of-State growing beds.

Otto J. Alletag, president of the Warren Oyster Co., said his firm is using two boats to move the Blount oysters to its own beds in the bay. These oysters are about four years old and will be harvested next Fall at the start of the season.

Alletag said that despite the scarcity, this season's crop was one of the best in many years. The quality was very good, but unfortunately there was not enough to carry them through the season.

Lobstering Starts with Small Fleet

The lobster season opened in Rhode Island on April 1 but there was no great fleet of boats as there has been in years gone by, despite the fact that imported lobsters were bringing unprecedented prices.

Edward C. Hayes, Jr., fish and game administrator, said the lobstermen have become wary. The cost of gear has increased tremendously in recent years, and lobstermen are not willing to risk their equipment until after the Spring storms. Again, the catches are much larger in the warmer weather.

Fishermen Rescued as "Nina" Burns

Five Gloucester fishermen were forced to flee from the 61-ft. dragger *Nina* when the craft suddenly caught fire in the engine room on April 21, seven miles northeast of Thacher's Island buoy. They were rescued from their two dories 40 minutes later by the Gloucester dragger *Salvatore and Grace*.

Despite efforts of Coast Guardsmen aboard the patrol boat *General Greene* to save her, the *Nina*, still burning, sank in 50 fathoms of water. It was the third vessel loss for the owner-master, Capt. Philip "Scotty" Parisi.

Good Groundfish Landings

Both Gloucester and Boston had a wealth of groundfish on April 7 when over three million pounds were reported at the two ports at market opening. The Boston trawler *Arlington* had the banner fare there when they hailed for 234,000 lbs.

The Gloucester dragger *Pilgrim* had a large amount of gray sole in her trip—125,000 lbs., which is unusual for that particular species.

Winch, Exhaust Silencers Installed

The dragger *Pilgrim*, owned by Empire Fish Co., Gloucester, has been at Fairhaven for installation of a new Model 650 Hathaway winch, with 30" wide drums winding 460 fm. of $\frac{1}{2}$ " wire rope and chain and sprocket drive. The winch replaces a smaller unit and will enable the vessel to fish in deeper water. The 97' craft, which is skippered by Capt. Joe Orlando, is going to Grand Banks red fishing.

Fisherman model exhaust silencers, made by John T. Love, have been installed recently on the seiner *Alden* owned by Capt. Alphonse Mineo, Capt. Manuel Rocha's *Lady of Good Voyage* and the *Marsala* of Boston.

Cape Ann Producing Breaded Fillets

A new line of frozen breaded fillets and scallops is being produced by Cape Ann Fisheries, Inc. of Gloucester. The result of two years of development, sampling and market testing, the new products are packed in colorful, Cellophane wrapped, 12-ounce, consumer cartons.

The processing operation consists of battering washed fresh fillets in stainless pans, draining to remove excess batter and conveying to stainless steel tables for breading, packing and weighing. The fillets are packed in four layers, separated by sheets of Cellophane. The packages are then sealed and quick frozen in aluminum pans.

Fillets of cod, haddock and flounder, as well as scallops, are being produced by Cape Ann in frozen, breaded form, and the consumer packages are packed 12 to a master carton.



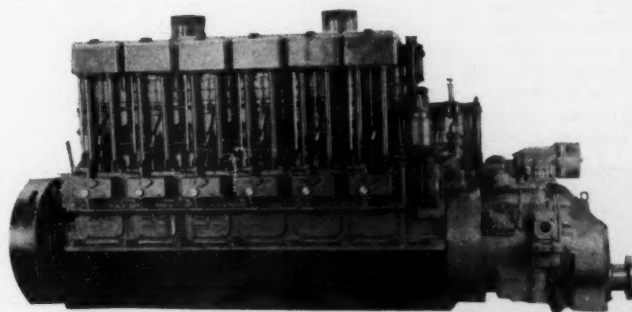
Gloucester Dragger "Saint Joseph"

Proves Fast Boat with new

WOLVERINE DIESEL

EVERYONE is envious of Capt. Jerome Lovasco's dragger "Saint Joseph" since she got her new Wolverine Diesel. With a speed of 11 mph., she's very fast and passes most of the boats in the fleet. She has plenty of towing power, too; the steady, dependable kind of power that fishermen need.

Capt. Lovasco naturally is well pleased with his new Wolverine. It's a 6 cylinder 8 $\frac{1}{2}$ x 10 $\frac{1}{2}$, 240 hp. model with 2:1 reduction gear, swinging a 56 x 44 wheel.



Here is the Wolverine Diesel that powers the "Saint Joseph". There are numerous other heavy duty slow speed, medium speed and light weight Wolverine models from 120 to 360 hp. Ask for complete specifications.

WOLVERINE MOTOR WORKS, INC.

35 UNION AVENUE

Factory Representative: W. H. WHITE, 42 Oxford St., Fairhaven, Mass.

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MANUFACTURERS OF MARINE ENGINES SINCE 1894

Great Lakes Trout Are In Good Demand

April 1 was the grand opening of the open-water commercial fishing season for Lake Superior operators. From the first lifts of gill nets came good catches of small lake trout, ranging in size from 1½ to 3 lbs., which brought producers unusually high returns. Demand for Lake Superior trout is at an all-time high.

August Anderson of the Peter Anderson Fish Co., oldest fishing concern in Marquette, Mich., as well as other fisheries operators on Lake Superior, anticipate another banner year in commercial fishing. The Marquette fishing industry employs more than fifty men.

Green Bay Ice Fishing Season Successful

Green Bay commercial fishermen enjoyed a successful ice fishing season. During the ice fishing operations, they got 6¢ a pound for smelt, but the price dropped to 4¢ shortly after the ice broke up. The Delta County fishermen landed about 60,000 lbs. of smelt daily during ice operations. Fishermen believe the smelt harvest this year will top records of the previous two years.

Whitefish, perch, suckers, chubs, and a few other commercial species, except lake trout, have been taken in quantity recently. Walleye catches improved toward the beginning of the annual Spring spawning season in Green Bay waters.

In northern Lake Michigan smelt yields have been very good. In the southern waters of the lake, fishermen were getting fair yields of perch, chubs, etc.

Lake Huron commercial fishermen report that Spring hauls show satisfactory improvement. Fishing has been good in the Kenora and Patricia district of Lake Huron waters. Saginaw Bay smelt netters reported good yields.

Catching Small Whitefish

Western Lake Erie commercial fishermen got a late start in open water due to drifting ice floes around Kelleys Island and that area. However, mid-lake and eastern fishermen were netting in open waters in March. By April 1, practically all of the fleets on Lake Erie were operating.

Lake Erie production has been good, but the fishermen have been getting a lot of small fish, particularly in the whitefish nets. Canadian commercial fishermen operating along the north shores of Lake Erie in mid-lake waters reported satisfactory takes of whitefish, but also complained of finding many small fish.

Lake Ontario commercial operators reported catching a number of lake trout along northern shores of the lake. Yields of smelt, ciscoes, suckers, and white bass were fair.



The 57'6" fishing tug "G-4", owned by Herbert W. Gloff & Sons, Dunkirk, N. Y. Built in 1947-48 by Passch Marine Service, Erie, Pa., she is powered with a 165 hp. General Motors Diesel with Twin Disc clutch, which gives her a speed of 11 mph.

Predict Excellent Walleye Fishing

James Rouman, Escanaba, Mich., has reported a large run of 2-year-old and 4-year-old walleyed pike off Gladstone in Bay de Noc. For that reason fishermen believe walleye fishing should be excellent this Summer.

Believes Trout Catches from 1947 Planting

Tom Brown, who heads the Brown Fisheries with headquarters at Whitefish Point, Mich., believes that lake trout being taken this Spring along the south shore of Whitefish Bay are from a planting of 400,000 trout fry he made in the Spring of 1947.

Brown, who is one of the largest operators on the Great Lakes, gives the following evidence to support his contention: First, it is known that lake trout remain fairly close to spawning grounds until they weigh about two pounds or more. The fish now being taken in the area are from one and one-half to two pounds.

Another clue: Salt Point, which is the exact area of the planting, never has been regarded as outstanding grounds for trout fishing in Winter. For that reason, he said, there must be a logical reason for the fact that trout in large quantities are being caught there.

Brown has contacted Fish & Wildlife Service officials to investigate. He believes his "harvest" will be proved, and that State and Federal Governments will cooperate in an extensive replanting program that could rejuvenate commercial trout fishing in the five Great Lakes.

Seek Earlier Closed Trout Season

Munising and Grand Marais, Mich., commercial trollers and fishermen have begun a movement to request the Michigan Legislature to close the lake trout season earlier in Lake Superior waters of Michigan. They plan to contact trollers and commercial fishermen in Marquette, Big Bay and others operating along the south shore of Lake Superior in connection with this proposal.

The present closed season extends from Oct. 10 to Nov. 7. The fishermen are seeking an Oct. 1 to Dec. 1 closing. A few fishermen have suggested having the season remain closed only until Nov. 26, when the whitefish season opens.

The principal reason for the request is that gill-net fishermen are taking too heavy a toll of spawning trout before the season closes and in some cases after Nov. 7, contingent on whether spawning is early or late.

Green Bay Perch Size Limit Unchanged

The Wisconsin Conservation Department has once more refused to reduce the Green Bay perch size limit below 8" minimum, despite recommendations of its fisheries biologists that such action actually would be a gain for the health of the Green Bay perch fishery. Dr. E. W. Schneberger, head of the State's Fisheries Division, claims research findings show that Green Bay perch mature more slowly than do perch in other Great Lakes waters, and that 64% of the samples taken during tests were below 8" in length.

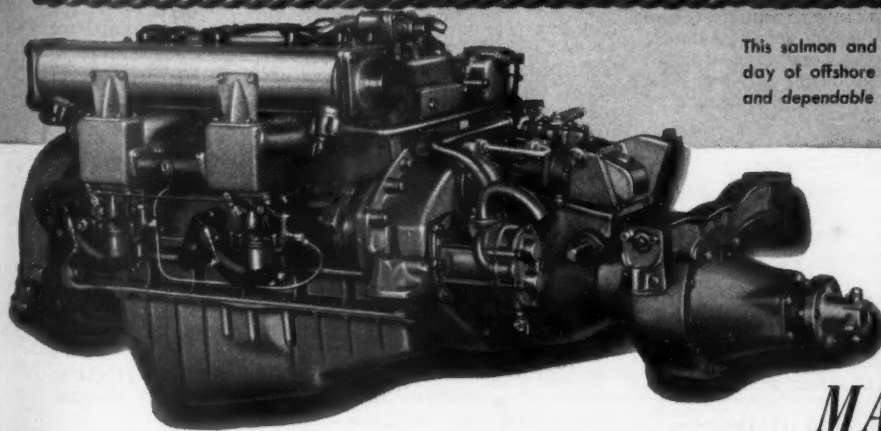
Said the State's fish expert: "We think we are wasting a mature population of perch by keeping this high size limit." Members of a commercial fisherman's advisory committee, headed by chairman Cliff Winegar of Algoma, supported Schneberger's recommendation. Fishermen want a 7½" minimum.

Anglers Seek Cooperation of Netters

Hook-and-line fishermen at Fremont, Ohio, are seeking cooperation of the local commercial fishermen in respect to operations in Sandusky Bay before proceeding with a movement to place an initiative petition on the ballot to restrict commercial netting in the bay.

The petition advocates such measures as taking nets out of all spawning grounds, increasing the commercial fishing license fee, banning nets for an area one mile from reefs or shores, limiting the length of seines and other provisions.

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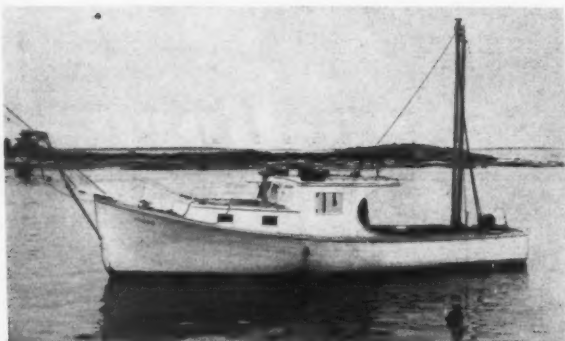
STREET _____

CITY _____

STATE _____

TYPE OF BOAT OWNED _____





32' lobster boat owned by Austin Snowman of Newagen, Me., and powered with a 110 hp. Nordberg Marlin engine, which was installed by Marine Service, Inc., Boothbay Harbor.

Maine Dory Trawler Chartered For Tuna Explorations

The Fish & Wildlife Service has chartered the 87' dory trawler *Marjorie Parker* for the Summer, to try commercial tuna fishing by the long stringing method, Japanese style. In charge of the experiment is John J. Murray, formerly of Gloucester, who is project leader in the Exploratory Fishing Section of the Service. The main purpose of the project is to search for untapped resources of bluefin tuna in waters principally off the shores of Maine and Massachusetts.

A crew of seven will man the *Parker*, whose base of operations will be Portland. They expect to start June 1 and complete their work October 1.

The *Marjorie Parker* was launched 29 years ago and went dory fishing out of Boston for years. More recently she has fished out of Boston and Gloucester, in command of Capt. Archie A. MacLeod of Gloucester. The boat is now owned by the Portland Fish Co.

The Fish & Wildlife Service has furnished the vessel with the necessary equipment used by the Japanese, and plans to see if the same method is feasible off the Atlantic shores. The Service has in mind the possibility of small boats using this method to get their share of tuna. The Agency also will take aboard gill nets to see what can be done in tuna fishing with such gear.

Catch First Herring for Sardine Packing

The first fish have been caught for Maine's new sardine packing season, which opened April 15. About 12 hog-heads of little herring were seined from a weir owned by Douglas Maker in Cutler Harbor. Fish for packing are reported to be scarce.

Last year the fish didn't show up in any numbers until September 1, and a small pack of 1,600,000 cases was the result. Practically all of the 1951 pack has been sold and there's a ready market for the 1952 product, due in part to the fact that the Pacific Coast also had a small pack.

Shrimp Industry Centered at New Harbor

According to Research Biologist Leslie W. Scattergood, who is located at the McKown Point station of the Fish & Wildlife Service, Maine was the greatest producer of northern shrimp in New England from 1937 to 1949. The Maine catch during those years totaled 1,997,200 lbs. While the present shrimp fishery in New England is of recent origin, the potential commercial possibilities of harvesting the northern shrimp have been known for many years.

As early as 1883 their importance was discussed, although it was not until 1905 that fishing gear was available to sweep the bottom at the required depth efficiently. Small catches of shrimp were taken by Gloucester draggers during the next 20 years. Most of the shrimp were eaten by the fishermen, but a few found their way to

market in Boston. In 1927 the General Seafoods Corp. chartered two 60-ft. boats with otter trawls to drag the Gulf of Maine.

The first large-scale fishery was begun early in 1938 when 13 boats began dragging for shrimp. By 1939 most of the fishing was done by smaller boats in the New Harbor area.

Although at first the supply of shrimp on the market exceeded the demand, by 1941 an increased local demand had developed, and by 1944 the supply began to fall short of the demand. As a result larger numbers of fishermen went after shrimp. However, in 1946 a scarcity of the crustaceans caused a decrease in activity of the fishermen. Most of the northern shrimp have been caught in the New Harbor region since 1939.

Sardines Well Displayed in South, Midwest

Maine sardines are considered to be a staple food item by wholesalers and retailers throughout the South and Middle West and enjoy a high degree of consumer acceptance, according to the industry's executive secretary, Richard E. Reed, who recently returned from a three-week field trip. "They were outselling the imported and California varieties as high as four and six to one and should do even better when production volume gets large enough for wider distribution," he said.

Reed said that he found Maine sardines prominently displayed, well advertised and often featured in markets of practically every city he visited. He suggested that New England, and especially Maine retailers, also might find sardines to be a profitable large volume item if the dealers would take them out of hiding from back and bottom shelves, and let the customer see them.

Per capita consumption of sardines has averaged between two and three cans a year for the past 25 years.

New Lobster Boat Launched

Ralph Colby launched a 32-ft. lobsterman powered with a 100 hp. engine at South Thomaston last month, for fishing out of Spruce Head. The boat was built during the Winter by the Makinen Brothers Yard, Wessaweskeag.

Henry Wass Named to Sardine Committee

Henry Wass of Southwest Harbor has been appointed to a five-year term on the Maine Sardine Tax Committee by Sea and Shore Fisheries Commissioner Robert L. Dow. Wass replaces his brother, Lester, who resigned. He is an official of the Machiasport Canning Co., which operates plants at Eastport, Machiasport and McKinley.

Kirby Managing O'Hara's Eastport Plant

Donald Kirby has been made manager, and Francis J. O'Hara, Jr., assistant manager, of F. J. O'Hara & Sons, Inc., Eastport. The plant formerly operated as the Frank R. Neal Co. but was owned by O'Hara.

Before going to Eastport, Kirby was connected with O'Hara's Rockland plant. Previous to that he was first mate on a tanker. He holds a Captain's license and served as a Lt. Commander in the Merchant Marine.

Numerous improvements have been made in O'Hara's Eastport plant, which is equipped for filleting, freezing, salting and smoking of fish. The Company's dragger *Trinity* now is running out of this plant.

"Brighton" Fishing out of Portland

The 96' steel trawler *Brighton* of the Usen Trawling Co. fleet now is operating out of Portland and will land at the Maine Fisheries Corp. plant.

109-Foot Dragger "Vilanova" Launched

The largest vessel ever built by Bristol Yacht Building Co., So. Bristol, Me., the 109' dragger *Vilanova*, was launched on April 23. She was christened by Carol Lee Shanahan and Silvarie Gaspar, Jr.

Capt. Joaquim Gaspar of Beverly, Mass., is owner of the new vessel, which will fish out of Gloucester. She is powered by a DMG-6 Enterprise Diesel, rated 400 hp. at 400 rpm.

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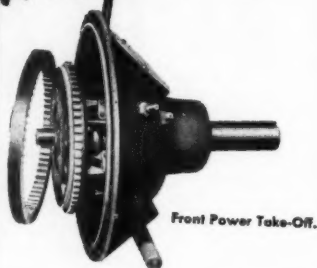
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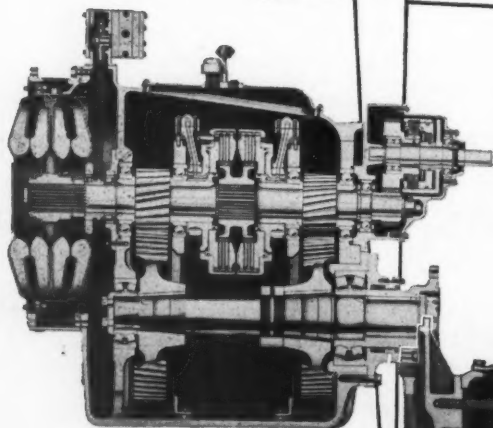
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MG-200	90-175	600-1500
MG-201	120-180	600-1000
MG-175**	85-205	900-2100
MGH-220*	80-230	1200-2100
MG-302**	150-275	600-1500
MGH-340*	150-340	700-1500

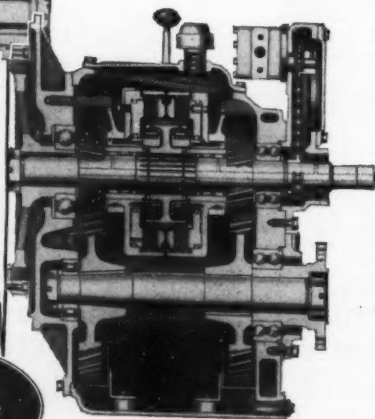
*Hydraulic coupling gears can be equipped with HYDRO-TROLL variable-fill coupling to multiply reduction for slow-speed.

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More Large Haddock

(Continued from page 17)

Georges Bank than last year, as fish are abundant on the Nova Scotia banks and considerable fishing time may be spent there instead of on Georges. We are able to make predictions to cover this situation also. For instance, if the amount of fishing on Georges declines 10 percent, we estimate the catch will be about 84.0 million pounds; if it declines 20 percent, the catch will be about 79.0 million pounds; and if it declines 30 percent, the catch will be about 74.0 million pounds.

Although an increased amount of fishing on Georges does not appear likely in 1952, we estimate that for a 10 percent increase in fishing effort about 94.0 million pounds will be landed, for a 20 percent increase in effort about 99.1 million pounds will be landed.

Due to the inherent variability of fishery data, it is too much to expect that these predictions will prove 100 percent accurate. However, if no major changes occur in the fishing habits of the fleet or the schooling habits of the fish, the chances are better than 2 out of 3 that actual landings will not deviate from the predicted by more than about 8 percent.

Although the landings of haddock from Georges Bank in 1952 are expected to decrease if fishing effort remains the same, the size of fish landed will be greater than during the past two years. In 1950, haddock averaged smaller than in any previous year (1.86 pounds per fish). In 1951 there was a partial recovery (to 2.13 pounds per fish) and in 1952 the average weight will be even greater. Furthermore, a larger proportion than usual will be in the 2½ to 3½ pound range.

We also predict that, for the first time in 3 years, the ratio of "large" to "scrod" will return to the more normal condition, that is, landings of large will again exceed landings of scrod.

Not only will the proportion of large haddock to scrod increase in 1952, but the actual landings of large haddock will be greater than in 1951 and the actual landings of scrod will be less than in 1951, provided the fishing effort is about the same as last year.

This, then, is the situation to be expected on Georges Bank in 1952 if fishing methods remain the same as they have been over the past 20 years, our prediction of the future having been based upon experiences and events of this span of years. If, however, the method of fishing changes appreciably, as it will, for instance, if the proposed minimum mesh regulation becomes effective during the year, then obviously these predictions would not apply.

Connecticut Shad Fishing Delayed by Freshets

Cold freshet waters in the Connecticut River discouraged gill netters at the river mouth at Old Saybrook from attempting a drift for shad for a couple of weeks after the commercial season opened April 1. Fewer crews were on hand to carry on the back-breaking drift net jobs, as many of the fishermen are now working in defense industries.

Last season 108 netters took 100,400 shad, 53,600 of them the roe-bearing females that command highest prices. The fish weighed an aggregate 335,600 lbs. and brought in \$61,600 to the commercial men.

In the 62 years the State Board of Fisheries and Game has kept commercial shad records the biggest year was 1946 when 199 netters snagged 301,600 fish.

Everything possible is being done to conserve the shad runs. Connecticut has legislated two "rest days" a week—from Friday nights at sundown to Sunday nights at sundown—so the shad can escape the curtain of nets and swim upriver to their spawning grounds.

To Fish for Whiting in Maine Waters

Two Stonington draggers will fish for whiting in Maine this Summer. They are the *William Chesebrough* and the *Little Chief*, both owned by John B. Bindloss. Maine crews and captains will man the two vessels.

"Russell S." Lands Biggest Catch

Capt. Carl Johnson's *Russell S.* brought in the biggest single catch at Stonington during April. Coming in April 28 from a 14-hour trip offshore, the vessel unloaded 10,100 lbs., including 3,800 lbs. of fluke and 3,700 lbs. of tile. Scup was landed in small quantity by the handful of draggers working out in the Gully. The *Ranger* and the *Theresa* joined the *Russell S.* in the distant-water fishing.

Blackbacks were the main catch during April, with cod becoming scarcer as warm weather set in. Two days' fishing brought in 16,400 lbs. of the flatfish April 27 to set the mark for the month.

Clam Dredger Wants Thames River Lease

John T. Horan of Waterford has asked the New London City Council to lease him 100 acres of the Thames River bottom to dredge clams. The unique request, first of its nature ever made to the city, was viewed favorably by the Councilors but a decision has been withheld pending details on Horan's proposed operation.

Using a dredge, Horan will harvest only large quahaugs. He plans to transplant them in the Niantic River where they will be left to clean themselves for about three months. Horan currently dredges clams off Crescent Beach, Waterford, in Fishers Island Sound. He sells the large quahaugs to soup companies.



Capt. James S. McCauley, owner, in his new all-purpose gill net fishing boat "*Carol M.*", which was built by Saybrook Marine Service, Saybrook, Conn. Designed by Timothy McDonnell, the craft is 22' x 7½' x 20", and the Saybrook yard has built five boats of this type. Capt. McCauley's boat is equipped with an 80 hp. Palmer engine and Joseph F. Shea nets.

ATLANTIC FISHERMAN - MAY, 1952

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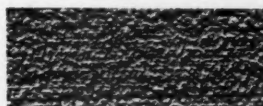
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Fisheries Convention

(Continued from page 23)

close to land and migrate only short distances. In such cases, the nations in whose waters these species live would naturally have the greatest concern for the preservation and exploitation of the species.

"But consider a species which roams widely over the oceans—tuna, for example. Here a nation may express a concern over the preservation and exploitation of the species but not control. In other words, as long as the fishing boats of one nation abide by the regulations of other nations within specified police limits near shores, they should have complete freedom to fish the seas for tuna.

"In some cases, no doubt two or more nations may be concerned with the conservation and exploitation of the same fish species. Then through conference and agreement, the nations concerned must work out regulations for conservation and exploitation."

Joint Control of Halibut Grounds

In discussing the extending of National Control over fishery resources, Edward W. Allen of the International Fisheries Commission, Seattle, stated that the main objective is to secure proper protection for our coastal fisheries in whatever manner is most feasible, whether it be through treaty, proclamation or legislation. He is opposed to long, drawn-out, theoretical or legalistic talk that gets us nowhere.

"Halibut are found only on those Northern Hemisphere banks which are not too deep and have the correct range of water temperature. On our American Pacific Coast, they range from Bering Sea to Northern California. They are slow growing; they take from nine to twelve years to mature. They are easily over-fished and when the stock is depleted, it takes years of careful management to bring it back.

"The United States and Canada, by giving this fishery long-extended, careful joint management, have made it one of the most stable and prosperous fisheries in the world. But only about one-tenth of this fishery is within three miles of shore, though all of it is coastal and none of it is more than a hundred miles out. Outsiders coming into this fishery could for a short time catch an excessive amount but would quickly cause the average annual output to shrivel.

"Maintaining this fishery at a high, prosperous level requires skillful technical research and rigid regulation. This involves severe restrictions on the halibut fishermen. This, in turn, requires their support. The fact is that they have shown their willingness to bear these restrictions because they have experienced the benefits. But if other nations who have contributed to the upbuilding and maintenance of this fishery should come into it and sail off with the benefits, it would be impossible to enforce our regulations. Our own fishermen would not sit blandly on the beach; they would go out and rake the banks too. So all this magnificent example of practical conservation by international cooperation would go by the board.

"One suggestion is to extend the width of territorial waters. Another is to assert ownership, or at least control; of the continental shelf and all above it. The Proclamation of 1945 proposed to establish conservation zones under our control. Recourse to treaties has always been legally available. Perhaps one of the soundest suggestions is to apply a well-established principle of international law that where it is essential to the maintenance of a basic legitimate national interest, national rights may be extended beyond national boundaries.

"The recent World Court decision smashes to bits some of the arbitrary legalistic theories. The Court refused to follow pet rules, holding that they have no such universal recognition as to constitute established principles of international law, not even the three-mile rule. On the contrary, great weight was given to reasonable national claims which have been asserted with fair consistency over a substantial period of time."



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Growing Preference for Packaged Fish

In opening the forum session on fish packaging, Arthur Freeman, Freeman Certi-Fresh Foods, Los Angeles, declared: "People in other countries like fish much better than in the United States primarily because they are reared on fish. In America, the child is started on canned baby foods, pureed vegetables and fruits first, then meats. I see no reason, with the new developments in fish products, why babies cannot be pre-conditioned on fish, the same as they are on meat and vegetables. A taste for fish can be developed in these formative years, to the benefit of the babies as well as the fisheries industry."

A preference for selling packaged frozen fish over round fish, was expressed by Maurice Gettleman of Mayfair Markets, Los Angeles, because as he said: "There is very little risk in handling, it guarantees the consumer good fresh edible food, there is less cost to handling at the retail level."

"There are many things that the industry must do to increase the sales of packaged fish. It should sponsor an aggressive advertising campaign on a national basis, such as is being done by the American Meat Institute. There are many things to tell the public about fish, such as nutrition, economy, no offensive odors, ease of preparation and handling, guarantee of freshness due to fast freezing, packed under sanitary and clean conditions, and variety."

"The Institute and its members should assist the retailers in greater store promotion of packaged fish. Demonstrations are very good, at the store level, to acquaint new people with fish products. You can increase the variety of sea food items that can be packaged and sold self-service. The additional variety I believe will increase sales."

"It would be very beneficial if all packages of the same item were of uniform size and thickness; this would allow the retailers to make better use of their refrigerated

(Continued on page 38)

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The Monte Carlo is the most recent addition to the hundreds of successful boats operating throughout the world using the B & W ALPHA integrated power unit, consisting of a rugged diesel engine and controllable pitch propeller. The unit is compact, convenient and efficient, ranging in sizes from 90 to 360 bhp. Write for descriptive literature or call us for consultation.



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Have your Roebling Field Man recommend the *right* rope for every special purpose. Write or call him at the nearest Roebling branch office. John A. Roebling's Sons Company, Trenton 2, New Jersey.



Fisheries Convention

(Continued from page 37)

space, which is arranged to turn over merchandise fast. Also a uniform Master Case would help the retailer in handling frozen fish products. I believe a twelve-count case would be an advantage to all retailers, allowing stocking full cartons in the frozen food case."

What Housewives Want in Fish Products

Some interesting comments on what the industry should do to create more consumers for packaged fishery products were presented by Monty Margetts, Hollywood television and radio commentator, who conducted an extensive survey among her audience. She said:

"Always have a picture on the outside of the package showing the contents as a finished dish—attractively garnished. The impact of eye appeal can't be stressed too strongly. And hand in hand with this goes the importance of having the preparation and cooking directions clearly set forth in simplicity and good-sized type. This opinion was mirrored by at least 25 percent of the letters.

"Another expressed desire—by approximately 20 percent—is to have a suggested complete menu printed on the package. That, of course, is part of the educating that must be done of persons who have not been brought up on fish—teaching them what to serve with it for the utmost enjoyment.

"But the overwhelming response that came from my viewers on the subject at hand was 75 percent concerned with the amount of fish per package. One respondent said: 'If the pieces were individually wrapped—it wouldn't be necessary to defrost the entire package when preparing a meal for one to two persons.'

"I think this suggestion presents a rather neat solution: 'I find a pound package is too much for two but I have to thaw the whole pound to get it apart. Why couldn't it be wrapped in two half-pound packages, then put together in a pound box?' This, I think, is a terrific idea.

"There are two more points that were stressed. One is the nutrition factor. Many women, an astute 15 percent of those who wrote, voiced the opinion that the industry doesn't emphasize enough, for its own good, let alone the populace, what an excellent protein food fish is. And, this leads directly to the other point: diet. Fifty percent expressed themselves on this point: They would like to see the nutritive and the caloric values on the fish packages. I think that you have a tremendous opportunity to make packaged fish one of the most popular items in the market, by stressing the low calories—high protein values—because if a woman isn't dieting, she's thinking about dieting, and if she is dieting, she's not thinking about anything else but."

Suggestions for Improving Fish Packages

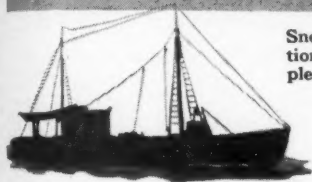
The elements necessary for a good package were outlined by J. L. Jenemann of E. I. DuPont de Nemours & Co. He said: "A good package is versatile. It serves many purposes: a container, an advertisement, a salesman, an investment for profit making, a legal document, a recipe book. It deserves a great deal of care and attention.

"You will be wise to have your organization combine its talents and knowledge to develop or redesign your package. A committee representing production, sales, advertising and purchasing has proven to be an excellent force to do this job.

"To this working force should be added one honorary member—the consumer. She casts no vote at committee meetings. She never even appears. She can or should, however, influence the decisions the packaging committee makes. In fact, to a large degree the success of the package depends on how well the wishes, tastes and responses of the consumer can be measured and incorporated into the package.

"Don't confine yourself to examining fish packages alone. A best-selling cereal package may suggest a basic idea applicable to your problem. If you consider fish offered by other packers as your sole competition, you

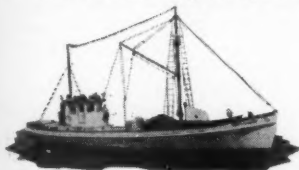
ADD VALUABLE YEARS WITH S-N GEARS



Snow-Nabstedt has manufactured top quality Reverse and Reduction Gears for 46 years. Our gears have increased the usefulness of pleasure and commercial boats everywhere.

"Pioneer", veteran dragger of Boston, was repowered with a 175 H.P. Cummins Diesel with S-N superior cone clutch and the heavy duty herringbone reduction Gear.

"Catherine Paladina", a 22-year-old otter trawler of A. Paladina, Inc., Calif., was repowered with a 270 H.P. "Cat" Diesel using S-N push button air-controlled Gears.



"Henry O. Underwood" of Jonesport, Me., first of the new designed sardine carriers, was equipped with 160 H.P. Buda Diesel and S-N balanced reverse Gear which transmits 100% engine speed in reverse.

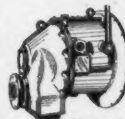
Add valuable years of use to your boats with S-N Gears. WRITE TODAY.
On the finest marine engines 4 to 1000 H.P.

The
SNOW-NABSTEDT
GEAR CORPORATION

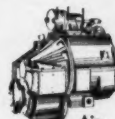
261 Welton St., Hamden 7, Conn., U. S. A.



Hydraulic



Manual



Air-operated

S-N GEARS



Designed with features specifically for marine use

are making a serious-mistake. In the broadest sense you are in competition with every item in the store for a share of the housewife's food dollar."

In discussing the design and color scheme of the package, Jenemann stated: "Will decoration taken from the sea-waves, nets, schooners suggest a tasty meal? Wouldn't the sight of a food or an illustration surrounded by appropriate colors be more likely to flag her attention and excite interest to learn the exact nature of the item in the package, who produced it, how many it will serve, for how much money?"

"Does your package answer these questions with speed and ease? Then it has the makings of a good salesman. If, in addition it looks clean and sanitary, it invites handling and closer inspection."

"Through the market research studies of buying habits that our Company has conducted, we have learned that 26% of fish purchases were unplanned when shoppers entered the store. Obviously, packages must cause sales."

Suggestions for fuller utilization of packaging machinery for fish products were given by Bruce B. Wallace, Fred Todt Co., Los Angeles, who declared:

"The next few years will see packaged fish grow from an infant to full stature. Improved technique and machines will play a big role during this period. Many jobs now performed laboriously by hand are going to be done mechanically and some of these are now classed as impossible. Fish have presented a challenge to the designers of labor saving devices and such a call will not be ignored."

"The matter of handling the fewest number of sizes possible is of prime importance from a cost per unit consideration. Due to the density variation of the different fish, some very necessary compromises must be made. A package exactly right for 12 oz. perch is going to be over-size for a like weight of sole. While an oversize package is not desirable from a standpoint of air pockets and dehydration, with proper freezing and holding temperatures it is feasible."

EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES

PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



WE MANUFACTURE PROPELLERS
52" DIAMETER AND LARGER

HYDE
PROPELLERS



HYDE WINDLASS COMPANY, Bath, Maine

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

... are the world's best buys!



Model B, 60 h.p.

Model K, 95 h.p.



Model KL, 105 h.p.



Model KBL, 131 h.p.



Model M, 130 h.p.



Model ML, 145 h.p.



Model MBL, 158 h.p.



Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!



Capt.
Brower

"Chris-Craft Marine Engines are tops!" writes L. W. Brower, charter fishing boat captain of Dania, Fla. "I cruised my old 31-footer, with a Chris-Craft engine, around the Great Lakes for 7 years without any motor trouble. My present fishing boat, Push-Wave II, is also powered by a Chris-Craft Marine Engine. I used it in Detroit waters for 5 years and in salt water for over 1800 hours before even removing the head, cleaning carbon and resetting valves. The engine performs like new! That's why I say they're tops!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for **FREE** catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

New Bedford Port Security Card Program Revived

The Coast Guard has called for "active and immediate" participation of local waterfront executives in its security card program, which was revived from World War II to secure waterfront industry against possible sabotage. All persons having regular business on the waterfront will need port security cards, and when the Coast Guard declares a certain waterfront facility to be a restricted area, only persons having such identification will be admitted to the area. Application for a card must be sponsored by a recognized company or labor union having legitimate connection with the waterfront.

The Seafood Producers Association, Inc., of New Bedford will sponsor all member boat owners and captains and the Atlantic Fishermen's Union will sponsor boat engineers. It is believed that all crew members will be processed at a later date.

"Stanley Butler" Lands Record Trip

The *Stanley Butler*, owned by Capt. Olaf Anderson of South Dartmouth, recently brought in one of the largest catches ever landed in New Bedford. The 134,500-lb. trip was principally haddock and cod. Capt. Anderson, veteran skipper, was not aboard for the trip but his son Earl was skipper.

Recommend Marine Authority Operate Freezer

A bill creating a three-member marine authority to acquire and operate the Harbor View Marine Corp. at Fairhaven, has been filed. The authority would be financed by a bond issue. The modern fish storage and freezing plant faces foreclosure by the Reconstruction Finance Corp.

New Fish Company Opens

Scottie Craig is general manager of the Cape Shore Fish Co., Inc., a fish and fillet concern that opened April 1 on Homer's Wharf, New Bedford. The property formerly was occupied by the Seaview Fish Co. The major stockholder in the new firm is Israel Kistenbaum of New York, who is part owner of the 76' scallop dragger *Vivian Fay*.

Two Boats Get Radiotelephones

A 50-watt Apelco radiotelephone has been installed on the *Christine and Dan*, owned by Bjarne Larsen of Chilmark, Mass., and a 30-watt Apelco radiotelephone has been put on the *Serafina*, owned by Clementina DeMello and skippered by Jules Avila.

Favor Transplanting of Quahogs

The New Bedford City Council Committee on Shellfish last month voted to recommend to the Council the adoption of a program for the transplanting of quahogs to clean water. It was voted to recommend that the area to be closed for transplanting be from Portland St. to Fort Rodman in Clarks Cove.

"Louis A. Thebaud" Repowered

The 80' scallop dragger *Louis A. Thebaud*, owned by Mrs. Pauline Helgeland and skippered by Capt. Chris Helgeland, has been repowered with a 6-110 General Motors Diesel equipped with 4.5:1 hydraulic reduction gear and 3:1 power take-off. The engine has a top rating of 240 hp. and continuous rating of 190 hp., and when turning at 1800 rpm. with a 52 x 42 propeller, gives the boat a speed of 10½ knots. The engine was sold by Walter H. Moreton Corp. and installed by Hathaway Machinery Co.

Eldridge to Erect Addition

L. S. Eldridge and Son, Pier 4 wholesale fish dealers, have been awarded a permit to erect a second-floor addition to provide freezing and packing facilities. The estimated cost for the addition is \$8,000.

ELIMINATE 1 REPAINT JOB EVERY 2 YEARS!



If you are still painting 2 and 3 times a year, here's a way to eliminate at least one costly lay-up every 2 years. By simply using top grade longer lasting Woolsey Marine Paints, you'll save this extra drain on your hard earned profits. Take the good advice of shrewd skippers everywhere... keep your boats in service far longer by making your next paint job 100% Woolsey. These paints really stand the gaff!

WOOLSEY—for bottoms, topsides and deck areas

WOOLSEY "TRADE WINDS"

Anti-Fouling Bottom Paint

Its high copper content gives excellent fouling resistance. Has a good spreading rate—can be recoated in 3 hours, launched after 4 hours. Easy to apply—moderate in cost.

WOOLSEY SHIP AND

DECK PAINT

An all-purpose, durable gloss finish for decks, cockpits, cabins, etc. Stands the roughest treatment on working areas. Solid covering... in all practical colors.

WOOLSEY YACHT WHITES

Resist discoloration due to gases, fumes or staining. Can be easily scrubbed down. Finish weathers evenly for quick economical repainting. In gloss, semi-gloss and flat finish.



Serving at Sea Since 1853

For complete information on paints and painting, write to C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd Street, New York 17, N. Y.

WOOLSEY MARINE PAINTS

Warehouses: Brooklyn, N. Y., Plymouth, N. C., Jacksonville, Fla., Houston, Tex.

Boston Landings Show Big Gain During March

A total of 18,120,800 lbs. of fresh fish valued at \$1,664,400 was landed at the Boston Fish Pier during the month of March. This was an increase of 35% in volume when compared with February, and 35% greater than the total landed in March, 1951. The landings at the end of the first quarter of 1952 were 10% more than for the similar period in 1951.

With haddock spawning, fishing on the Nova Scotia banks was very fruitful—the best for many months. The largest catches were made during the last week on the western Nova Scotia banks, with most trips for this area amounting to well over 200,000 lbs.

Reports Young Soft Clams Drift with Tides

In a report made to Cong. William H. Bates recently, John B. Glud, chief of clam investigations for the Fish and Wildlife Service, states: "Until recently it was believed that the young soft clams, after a brief larval existence floating in the water, settled to bottom and dug a burrow where they remained permanently. Dr. Smith and Mr. Baptist, our biologists at Newburyport, Mass., have found that the young clams do not necessarily remain where they landed but may drift a considerable distance with the tides.

"Trays of clamless sand placed on the flats at two-week intervals caught clams throughout the year. This showed us that there is a continual redistribution of the young clams until they reach about 1/4" in length. Then they burrow into the ground and establish a permanent home.

"The importance of this discovery is that areas which failed to receive a set during the Summer or Fall when the baby clams terminated their larval existence may still

be seeded during the Winter or the next Spring by this process of redistribution."

New Chapel for Fish Pier

A new Chapel for the Boston Fish Pier is being built on Northern Avenue opposite the old Merchants and Miners steamship dock. To be known as the "Star of the Sea" Catholic Chapel, it is being constructed under the guidance of Archbishop Cushing, and will be ready by Fall. It will cost over \$250,000 and will have a seating capacity of 300. Land for the project was given by the New Haven Railroad.

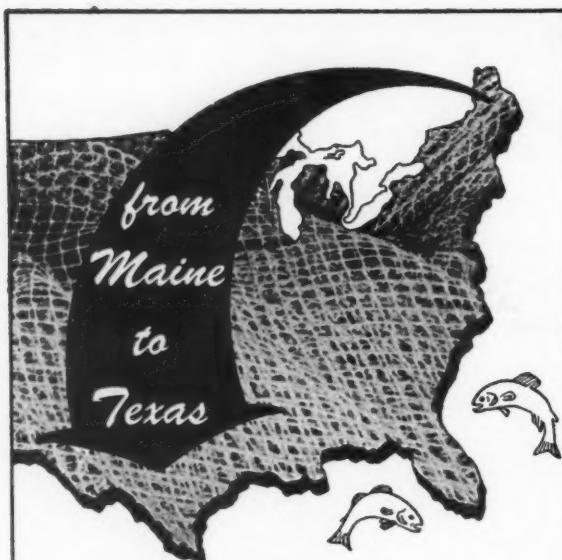
Various firms in the Fish Pier area have donated funds for building the Chapel, and James Conley of the A & P Tea Co. National Fish Dept. is chairman of the Fish Pier fund-raising committee.

New Batteries for Several Boats

Several boats have been equipped recently with Surrette marine batteries. At Gloucester, the dragger *Yankee*, owned by Atlantic Supply Co., has a new set of 110-volt, HHG-31; the dragger *Puritan*, owned by Empire Fish Co., received a 112-volt GTS-21 set; and 2 sets of 8 HHG-31 were sold through Progressive Fish Wharf, Inc. to Capt. Henry Rollins for the Hampton, Va. dragger *Malolo*.

At Fairhaven, the 78' scalloper *Nantucket*, Capt. Martin Bakken, was equipped with Surrette 32-volt, 8 HHG-29 batteries by Norlantic Diesel, Inc. The Portland dragger *Lawrence Scola* has a new set of 32-volt HHG-31 batteries.

In Boston, the hand trawler *Francesca*, owned by Ralph Polci, has a new set of four 6xH-25 Surrettes, the 40' trawler *Madonna De Trapani*, owned by A. Kelly, has 32-volt HHG-25 batteries, and the Neptune Oil Co. tanker *Neptune* has been fitted with 32-volt 8HR-19 Surrette batteries. The batteries were distributed by Surrette Supply Co., Peabody, Mass., of which Arthur G. Bernier is marine representative.




Month after month, thousands of pounds of EDERER NETTING is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more EDERER quality netting in these areas, is conclusive evidence that EDERER NETTING is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—ASK FOR EDERER QUALITY WHEN YOU BUY . . .

SARDINE SEINES AND WEIR NETTING
MACKEREL SEINES AND NETS
FLOUNDER DRAG NETTING
SHRIMP NETTING
COTTON, LINEN OR NYLON GILL NETTING
COTTON NETTING FOR TRAPS AND POUNDS
TWINE
MAITRE CORDS
CORKS
LEADS
ROPES
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For over 65 years, EDERER QUALITY NETTING has maintained a reputation for complete satisfaction and long, trouble-free service.

Ready stocks available at our dealers in principal ports.



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Oysters in South Carolina

(Continued from page 18)

a cylinder 18" in diameter having an altitude of 16". Thus, the capacity of a State bushel is 4,071.5 cubic inches which makes it 89.3 percent larger than the Standard U. S. Bushel measure. Actually the factories measure by a "ten bushel car" which is a strap iron bin on wheels having a capacity of 45,485 cubic inches.

Cause of Fluctuations

Weather plays an important part in the ups and downs of oyster production. Not only is the actual quality of the oysters themselves influenced by the weather, but the weather is a controlling factor in the ability and willingness of labor to harvest this crop of oysters. Doubtless too, the amount of shell planted would have some influence on the number of oysters available for harvest two and three years later.

Oystermen generally explain the increase in production up until the year 1933 by saying that this was a period of economic depression in South Carolina at which time oysters were in demand and labor for the necessary harvesting, shucking, and canning was more than abundant.

Oystermen likewise explain the steady decline in oyster production from 1939 through 1944-45 by saying this was a period of easy money, easy jobs. The labor for harvesting and shucking oysters found more profitable work elsewhere, and, too, floating equipment was extremely hard to maintain and operate because of the war. Production of oysters began to increase again after 1944-45 because labor again became plentiful and the oyster companies were willing to invest some of their previously earned income in building up new and better floating equipment.

There is a most interesting parallel between certain economic conditions and oyster production. Using bank clearings in Charleston as an index to economic conditions and comparing this with oyster production at the three major canning plants in South Carolina, a close inverse similarity is at once noted. Actually, then, it appears that the production of oysters in South Carolina is a great deal more dependent upon economics than on biology.

Decline in Yield of Oyster Meats

The yield of oyster meats from each bushel of oysters, however, presents another picture. Here biological rather than economic factors appear to be the prime reason for fluctuations. Since 1931-1932, there has been an almost constant decline in yield from a high of 41.4 ounces a bushel to a low of 27.9 ounces in 1948-1949.

Production in 1938-1939, that is, the number of bushels of oysters harvested, was almost the same as in 1948-1949. Yield, that is the ounces of oyster meats shucked per bushel, was 10.7 less in 1948-1949 than in 1938-1939. If the same yield had been secured in 1948-1949 as in 1938-1939, almost 5,416,000 more ounces of meats would have resulted from the same harvest. Converted into standard cases of 48 No. 1 cans of 7½ ounces each, it means that 15,157 cases less were packed in 1948-49.

Based on his work in Maryland, G. Francis Beaven of the Chesapeake Biological Laboratory has expressed the opinion that a dense planting of cultch shell in South Carolina, coupled with the extremely heavy set of young oysters which naturally occurs there, together with the fact that once planted, cultch in South Carolina is practically never moved again, would necessarily have to result in poorer quality oysters with poorer quality meats. Overcrowding and the extreme prolificacy of oysters in South Carolina is a major problem in oyster cultivation.

Depletion and Disease

Conservation-minded individuals noting the steady decline in the yield of oyster meats might come to the conclusion that this decline is due largely to depletion. Oyster beds in South Carolina, certainly many of those in the immediate vicinity of Bears Bluff Laboratories, Wadmalaw Island, are generally depleted and it may be that in order to keep up production the canning factories are find-

Perfected Low Temperature Drying of Fish Meal

ANOTHER **STANDARD** FIRST



STANDARD Low Temperature Fish Meal Dryer in operation at Pan Pacific Fisheries, Inc., Terminal Island, California.

A new and more efficient method of drying fish meal! As you might expect, it is a *Standard* development. For *Standard* has maintained its position of leadership in the fish processing industry for nearly half a century by consistently being first with the latest.

2% TO 5% PROTEIN GAIN — 2½% MEAL GAIN

By actual laboratory tests, *Standard's* low temperature drying increases protein values at least 2% and yield of meal 2½%. Particles never heated above 160° F. — no scorching — no burnt odors.

Write today for full descriptive literature on low temperature drying and *Standard Fish Meal and Oil Plants, Fish Canneries, Component Parts.* World-wide installation and service.

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ing it necessary to take younger and smaller and poorer quality oysters year by year.

Depletion or not, careful consideration should be given to the possibility that some hitherto uninvestigated, or even some well known oyster pest has increased rapidly in the past decade and that this is the cause of the decrease in yield of oyster meats from a bushel of oysters.

Observations in the field for the past 15 years have disclosed no marked killing out of oysters. True, mortality is extremely high below low water mark, but this is not a new development. If some oyster pest or disease is the cause of the declining yield of oyster meats, the disease must be one of a debilitating nature rather than a fatal one.

Largest Nova Scotia Trawler Has Cod Liver Oil Plant

The largest fishing craft to sail out of Nova Scotia is the all-steel steam trawler *St. Matthew*, which arrived at Lunenburg some months ago from Hull, England, where she was built in 1946. Her overall length is 184', and she can carry enough bunker oil for about 35 days' steaming, which will enable her to go as far afield as Greenland. The vessel is equipped with three liver boilers of modern design and has storage tanks for about 5,000 gallons of cod liver oil. Zwicker and Co., Ltd., her new owners, will use her for salt fishing during the regular seasons.

The *St. Matthew* can drag in much deeper water than the average trawler on this side of the Atlantic. She is equipped with cooling system to help preserve the fish, and the necessary gauges are on the bridge of the ship, so that the temperature of the fishroom is constantly under the eye of the skipper. The capacity of the fishroom is 11,190 cubic feet. There are accommodations for 24 men. The gross tonnage of the vessel is 536 tons; the net tonnage 192 tons.

DO YOU KNOW

Taylor Bros.
of St. Augustine, Fla.



THEY USE PROFITABLE Lathrop POWER

The profitable power of a LATHROP DH 200 Diesel takes this brand new shrimp trawler all the way from St. Augustine into the fishing grounds of Mexico. Through top performance, this Lathrop engine helps Taylor Bros. get maximum profits from every one of these long trips.

Write for new catalog. Gasoline and Diesel engines 20 to 200 HP.



Equipment and Supply Trade News

Chris-Craft Pre-Fabricated Boat Adaptable For Commercial Fishing

Originally designed to meet the demand for a medium-sized pleasure cruiser within the means of the average man, the new Chris-Craft 31' express cruiser boat kit has proven its versatility by virtue of its efficient handling of many commercial fishing jobs. A good illustration of the adaptability of this boat can be seen in the various gill netters now at work along coastal waters.

The Chris-Craft 31 has a beam of over 10' and lends herself readily to the gill net operation after the skipper has installed gill net equipment. At the close of the fishing season the decks can be cleared to provide the fisherman with a deluxe pleasure boat. The enclosed cabin forward can accommodate galley, dinette, toilet, two berths and ample locker space. The large open deck aft measures approximately 8½' x 12' and should be big enough for most jobs usually assigned to commercial boats her size.

All structural parts are solid Philippine mahogany and decks, floors, cabin top and side panels are of heavy fir marine plywood. The bottom is double planked with ¼" plywood inner planking and ½" mahogany outer. A complete stock of non-ferrous fastenings is included with the packaged kit along with glue, seam and bedding compounds. The kit is furnished with engine stringers for either twin or single engine installations, and with top power the boat will do a fast 32 mph.

Bulletin on Anti-Rust Paints for Metal

A new application bulletin containing information on the selection and use of anti-rust paints for all metal surfaces has been issued by Paint Corporation of America, Fidelity Bldg., Cleveland 14, Ohio.

The new pamphlet, No. L-4285, contains a description of the chemical properties of anti-rust paints and discusses the various methods of applying these paints in marine and other uses. It also explains how and when to use colored finish paints over anti-rust paints.

Shepherd Improves Duro Plastic Floats

The latest developments in the field of plastics have been incorporated in the line of Duro plastic floats manufactured by J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio. The floats have been thoroughly tested over a period of 5 years and have proven satisfactory in various conditions of fishing.

They are ruggedly constructed to withstand bumping and will not dimple. Because of their smooth, polished finish, which is available in red or white, there is little

possibility of marine growth adhering to the floats. Since they are made of material with extremely low water absorption, no oiling treatments or drying-out periods are required. Their streamlined design keeps water resistance to a minimum and reduces the pulling load. The Duro floats are reinforced internally to withstand pressure at greater depths.

Shepherd makes a 2½x5½ inch plastic float with 7/16" thickness tube for deep-water, ocean gill netting, and a companion 1¾x4¾ float with 5/16" tube for Great Lakes gill netting. Plastic material has been found suitable for trawling, and Shepherd now is making an improved 5x9 float with 7/8" tube for this type of fishing.

Twin Disc Expansion Program Underway

The Twin Disc Clutch Co., Racine, Wis., has announced the appointment of Donald E. Beaton as assistant general manager, Hydraulic Division, Rockford, Illinois. The new position occupied by Mr. Beaton was created as part of the overall expansion program of Twin Disc, including the current \$1,500,000 expansion at the Rockford plant. This, together with improvements and expansions at Racine—plus a considerable increase in working force at both plants—will enable Twin Disc to double its production of hydraulic torque converters, hydraulic couplings, Hydro-Sheave drives, and Hydro-Wynd drives, according to John H. Batten, president.

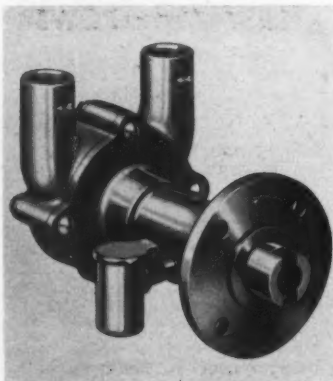
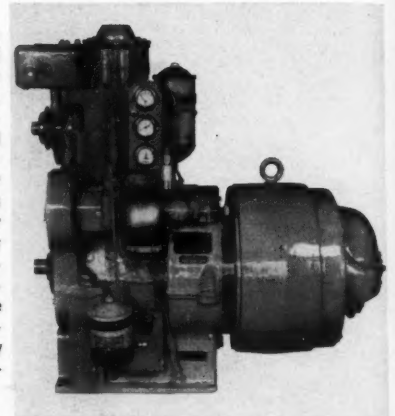
The expansion program also has been accompanied by the rapid growth of Twin Disc hydraulic product dealer organizations which sell and service hydraulic couplings, including Hydro-Sheave and Hydro-Wynd drives, and of Twin Disc parts stations, which have competent field service men as well as adequate stocks of parts for servicing Twin Disc units in their area.

With its eight factory branches, 75 hydraulic dealers and 60 parts stations, Twin Disc now has well established an extensive sales and service organization for the convenience of owners of Twin Disc equipped units in all active territories.

Pamphlet Gives Advantages of Nylock Nets

"The Most Revolutionary Development in the Fishing Industry in 2000 Years" is the title of a new leaflet released by The Heminway & Bartlett Mfg. Co., 500 Fifth Ave., New York 36, N. Y. The bulletin describes Nylock, the patented processed 100% nylon for netting.

It is stated that Nylock gives fishermen all of the tech-



Model 2274 Jabsco high-speed footless pump in the ¾" size with neoprene impeller for direct replacement of flange-mounted gear pumps, now used as standard equipment on a number of marine engines. Among design features are a mechanical seal which is used in place of conventional packing, avoiding leaky stuffing boxes. The neoprene impeller is water-lubricated, and will handle sandy and silty water.



The Sign of Reliability



IT stands for an organization long experienced in the sales and servicing of the best in Marine Engines—

CATERPILLAR DIESELS

Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

PERKINS-MILTON CO.

376 DORCHESTER AVE.

BOSTON 27, MASS.

TEL. SOUTH BOSTON 8-4660



The "North Cape", 75-ft. Trawler, is owned by Harry J. Mogh and Arnt Jensen. Fishes out of Cape May, N. J., with a 7-man crew. Lands up to 75,000 pounds each trip. Powered by Bowers MLL-19 Batteries, 32 volts, 16 cells, 331 ampere hours. Installed as ORIGINAL EQUIPMENT!

BOWERS batteries, as "original equipment"

STILL GOING STRONG

after 2 years of service!

• Here's another of the thousands of boosters for BOWERS. These heavy duty, dependable marine batteries have provided EXTRA POWER on every 5-to-7 day fishing trip for over two years. Never a minute has been lost due to battery failure. And the co-owners of the "North Cape" report these BOWERS Marine Batteries are STILL GOING STRONG—still giving them the *most for their battery dollars*. We can furnish you with exactly the right batteries for your boat in sizes up to 1020 ampere hours. Get our attractive price TODAY.



Marine Batteries

ARE
MORE DEPENDABLE

BOWERS BATTERY AND

SPARK PLUG CO. Reading, Pennsylvania

PFLUEGER HOOKS

Hold Bait Get Fish

Bait stays on Pflueger Hooks until fish get caught. Strong steel holds fish until you get them into your boat. Needle sharp points and dependable finish make Pflueger hooks easy to handle and give long service. Ask your supplier.



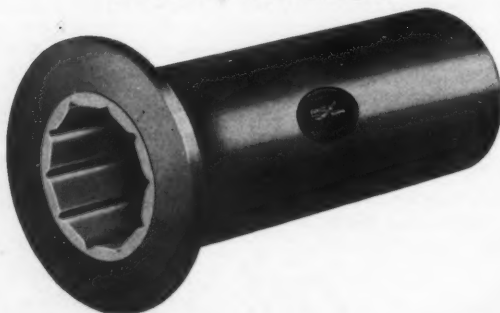
THE ENTERPRISE MFG. CO., AKRON, OHIO
88 years making fishing tackle

PFLUEGER

(Pronounced FLEW-GER)

A GREAT NAME IN TACKLE

B.F. Goodrich Cutless Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.
AKRON, 8, OHIO

Engineers and National Distributors

nical advantages which Nylon has over linen and cotton, plus the added feature of producing meshes that are not subject to knot slippage or stretch. The pamphlet lists the advantages of Nylock as fewer sets of nets, less frequent replacements, easier handling and lighter gear. These benefits, in turn, mean savings in equipment, economy of operation and greater profits. Several net manufacturers are now producing nets under the Heminway & Bartlett patents.

Bulletin on Bowers Marine Batteries

A new pamphlet issued by Bowers Battery & Spark Plug Co., Reading, Pa., is entitled "Bowers Marine Batteries for the Utmost in Dependability". Printed in green and black, the attractive folder features a cutaway view of the Bowers MLL type marine battery which reveals the internal design and construction. Ten features of this battery which make for greater power and longer life, are pointed out.

The various types and sizes of batteries in the Bowers line are listed in a table which gives ampere hours and overall dimensions of each. The Bowers Co. manufactures a complete line of marine batteries up to 1020 ampere hour capacity.

New Folder on Surecho Depth Sounder

A new folder on the 60-fathom supersonic Surecho depth sounder has been issued by its manufacturer, Wilfrid O. White & Sons, Inc. The unit now is available with a remote indicator with which the boat operator can obtain depth information at an alternate control position, whether it is aft, topsides or any other position.

The White firm, which also makes a complete line of compasses, recently moved its factory and executive offices to new quarters at 178 Atlantic Avenue, Boston 10, Mass. The new location provides for more efficient operation, and contains the most modern machinery for manufacturing navigating instruments.

Booklet on Hunter Cargo Cooler

An eight page booklet, fully describing the new Hunter Cargo Cooler, a complete thermostatically controlled, forced air circulation, dry ice system of refrigeration for truck and trailer cargos has just been published by Hunter Manufacturing Co., 1550 E. 17th St., Cleveland 14, Ohio.

The booklet makes use of schematic drawings to show how the Cargo Cooler utilizes the infallible refrigerating ability of dry ice, under control of an expertly engineered system of forced air circulation, to maintain consistent uniform load temperatures between zero and 60°, as required, throughout all parts of the cargo.

Test reports showing the efficiency and effectiveness of the Cargo Cooler with various types of perishable cargos such as frozen fish, are treated in detail. In addition, the folder contains information regarding the insulation and conditioning of cargo space required for successful refrigeration results.

Twin Disc's "Production Road" Available

Men responsible for the application of power to industrial machinery will be interested in the "Basic Industries Issue" of *Production Road*, house organ of the Twin Disc Clutch Co., Racine, Wis., which is available upon request. The 24-page booklet presents a colorful picture of the basic industries—agriculture and forestry; mining, including fuels, metals, and aggregates; construction; transportation; fishing; and manufacturing and processing. It points up the opportunities and responsibilities involved in building products which are closely interlocked with, and aid, modern man's drive for better living.

A wide variety of usages to which industrial friction and hydraulic drives are being applied—from farm tractors to fishing trawlers; from mining shovels to machine tools—are described through readable articles and graphic, on-the-job illustrations.

Fish Landings

For Month of April

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

American Eagle (3)	64,000	Madame X. (8)	18,000
Anna Guarino (10)	15,000	Malena II (10)	13,700
Anthony & Josephine (10)	22,700	Margie L. (9)	20,000
Ave Maria (1)	30,000	Maria Immaculata (8)	34,500
Baby Rose (2)	224,000	Marie & Winifred (2)	115,000
Benjamin C. (1)	213,000	Marsala (3)	65,000
B. Estelle Burke (2)	98,000	Mary (11)	23,700
Bonaventure (2)	270,000	Mary & Josephine (1)	207,000
Brookline (1)	205,000	Mary E. (4)	6,000
California (1)	1,500	Mary W. (2)	69,000
Capt. Drum (5)	100,000	Mayflower (2)	3,000
Cara Cara (2)	307,000	Michael F. Dinsmore (2)	179,000
Carlo & Vince (3)	64,000	Minkette 1st (8)	10,900
Catherine (5)	9,000	Mother Ann (2)	468,000
Catherine Amiraull (1)	181,000	Natale III (2)	104,000
Charlotte M. (2)	260,000	Newton (1)	121,000
Chebeague (3)	59,000	Nina (2)	4,400
Cigar Joe (2)	47,000	No More (8)	10,400
Columbia (2)	386,000	Novelty (1)	4,000
Curlaw (3)	494,000	Nyoda (1)	27,000
Dartmouth (2)	156,000	Philip & Grace (2)	270,000
Dawn (2)	4,000	Phyllis & Mary (4)	81,000
Dolphin (2)	223,000	Pilgrim (2)	290,500
Doris F. Amaro (2)	72,500	Pioneer (2)	4,000
Doris H. (1)	8,500	Princess (1)	7,000
Eleanor (4)	78,500	Priscilla (5)	7,000
Emily Brown (1)	195,000	Puritan (1)	67,000
Estrela (1)	205,000	Raymonde (1)	91,500
Eva M. Martin (6)	9,500	R. Eugene Ashley (2)	87,000
Eva II (1)	1,000	Rita B. (2)	88,000
Evelyn A. (1)	3,000	Ronald & Mary Jane (1)	158,000
Falcon (7)	14,500	Rose & Lucy (3)	65,000
Felicia (2)	450,000	Rosemarie (2)	102,000
Florence & Lee (1)	140,000	Sacred Heart (7)	12,500
Frances R. (3)	105,500	St. Anthony (2)	333,000
Frankie & Jeanne (1)	10,000	St. John (12)	17,600
Gertrude E. (4)	6,000	St. Joseph (2)	89,000
Golden Eagle (2)	263,000	St. Mary (4)	65,000
Hazel B. (1)	65,000	St. Nicholas (1)	139,500
Hilda Garston (1)	84,000	St. Peter (1)	30,000
Holy Family (2)	240,000	St. Peter II (1)	130,000
Holy Name (3)	44,000	St. Providence (1)	2,000
Ida & Joseph (4)	206,000	St. Rosalie (2)	129,000
Immaculate Conception (5)	123,000	St. Victoria (2)	123,000
Jackie B. (4)	185,000	Salvatore & Grace (3)	88,000
Jackson & Arthur (6)	6,800	Santa Lucia (4)	8,000
Jennie & Julia (3)	112,000	Santina D. (3)	93,000
Jennie & Lucia (1)	70,000	Sebastiana C. (4)	134,000
Johnny Baby (7)	8,700	Serafina N. (5)	120,000
Joseph & Lucia (2)	307,000	Serafina II (4)	153,000
Josie II (2)	9,000	Skilligolee (2)	77,000
Julie Ann (3)	460,000	Sunbeam (3)	126,000
Killarney (2)	287,000	Sunlight (2)	227,000
Kingfisher (2)	400,000	Superior (3)	213,000
Lady of Good Voyage (1)	62,000	Sylvester F. Whalen (1)	160,000
Linda B. (10)	26,500	The Albatross (2)	225,000
Little Flower (2)	53,000	Theresa M. Boudreau (2)	399,000
Little Joe (2)	10,000	Trimembrall (6)	22,500
Lots T. (4)	97,500	Victory (3)	45,000
		Vincie N. (1)	85,000
		Viola D. (1)	25,000
		We Three (1)	5,000
		White Owl (10)	13,500
		Wild Duck (2)	305,000
		Yankee (1)	74,000

STONINGTON, CONN.

America (9)	17,300	Mary A. (11)	8,800
Bette Ann (13)	7,800	Mary H. (13)	7,100
Carolyn & Gary (17)	15,300	New England (1)	9,800
Connie M. (13)	11,200	Old Mystic (15)	16,800
Fairweather (16)	25,500	Our Gang (1)	12,600
Harold (14)	10,400	Pvt. Frank Kessler (2)	21,700
Irene & Walter (16)	15,700	Ranger (4)	21,600
Jane Dore (13)	7,300	Russell S. (4)	28,700
Lt. Thomas Minor (8)	8,000	St. Peter (15)	6,700
Lindy (4)	1,900	Theresa (3)	27,200
Lisboa (12)	13,600	Vagabond (2)	1,200
Marise (14)	8,800	William B. (16)	17,100
		Wm. Chesebrough (6)	4,800

PITTSBURGH'S TOPSIDE WHITE



**Really Fume-Resistant!
Keeps Hulls and
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THERE's good reason why so many builders and operators prefer Pittsburgh's Marine Topside White for hulls and superstructures. It's really fume-resistant!

Neither fumes from fuel, foul water, dock and harbor sewage nor sulphurous industrial vapors will discolor it. Topside White will not chalk excessively, or crack and mar easily. It can be scrubbed repeatedly, without appreciable signs of wear. You can't get better protection against the ravages of sun, wind, rain, ice and salt spray.

Pittsburgh provides special finishes for every marine need. Write for free booklet that often can save you time and money in upkeep.

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NOTICE TO
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Although Pittsburgh Marine service covers most important ports, we have a few opportunities for ship chandlers. If interested, write, wire or phone the factory nearest you.

PITTSBURGH PLATE GLASS CO., Industrial Paint Div., Pittsburgh, Pa. Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Atlanta, Ga.; Houston, Texas, Los Angeles, Calif.; Portland, Ore. Ditzler Color Div., Detroit, Michigan. The Thresher Paint & Varnish Co., Dayton, Ohio. Forbes Finishes Division, Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.



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Ask any blue-water sailor from Maine to Malibu—he'll tell you no anchor beats a Northill for *holding power*! Even on hard sandy bottoms, your Northill digs in instantly...holds firm in any blow. But a Northill breaks out easily—for scientific design prevents it from burying too deep. Light, easy to handle and stow. 3 to 105 lbs., for boats to 80 ft.

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MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • RAIL
CARS • FARM MACHINERY • MAGNETOS

NEW YORK

Alvan T. Fuller (2)	118,200	Lady of Good Voyage (1)	78,000
Beatrice & Ida (1)	39,000	Malvina B. (1)	19,000
Buzz & Billy (2)	118,500	Marion & Alice (1)	33,000
Catherine C. (2)	71,800	Miriam A. (2)	79,500
Clipper (1)	48,000	Norseman (2)	57,000
Edith L. Boudreau (2)	130,000	Olivia Brown (2)	94,600
Evelina M. Goulart (2)	144,600	Positive (2)	124,500
Felicia (3)	228,000	Reld (2)	50,000
Florence B. (1)	37,000	Richard Lance (1)	20,600
Gloria F. (1)	22,000	Rockaway Belle (1)	16,500
Hazel S. (2)	22,200	Rosalie F. (2)	65,000
John G. Murley (3)	191,500	St. Rita (3)	54,000
Joseph S. Mattos (1)	28,500	Sally & Eileen (2)	63,500
Katie D. (3)	198,500	S No. 31 (3)	93,000
		Teresa & Jean (2)	79,500
		Tina B. (1)	86,500

Scallop Landings (Gallons)

Bright Moon (1)	400	Quest (1)	300
Friendship (1)	700	Whaling City (2)	2,125
New Dawn (2)	1,325		

NEW BEDFORD

Abram H. (3)	83,400	Joan & Tom (1)	10,400
Adventurer (4)	62,000	Joan & Ursula (3)	138,100
Anastasia E. (2)	14,000	Julia K. (3)	21,900
Angeline (1)	5,000	Junojaes (3)	93,200
Annie Louise (4)	28,500	Kelbarsam (1)	8,400
Annie M. Jackson (2)	43,400	Lainee K. (4)	69,000
Arnold (4)	39,300	Liberty (1)	7,000
Arthur L. (2)	56,600	Liberty Belle (1)	8,800
Barbara (1)	14,300	Little Sam (1)	20,300
Barbara M. (1)	23,500	Magellan (2)	104,200
Bernice (3)	17,400	Maria-Julia (4)	46,900
Betsy C. (1)	3,200	Martha E. Murley (3)	116,000
Cape Cod (3)	37,700	Mary & Joan (3)	182,000
Cap'n Bill (1)	12,700	Mary J. Hayes (1)	49,000
Capt. Deebold (1)	18,000	Mary Tapper (3)	108,700
Carlansul (2)	13,400	Minnie V. (2)	21,200
Carl Henry (3)	131,000	Molly & Jane (3)	45,700
Carol & Dennis (2)	16,900	Noreen (1)	101,000
Chas. E. Beckman (3)	42,000	Pauline H. (3)	205,100
Christine & Dan (3)	50,300	Peter & Linda (1)	12,200
Connie F. (1)	20,800	Phyllis J. (2)	15,900
C.R.&M. (1)	16,500	Pilhasca (2)	16,200
Dauntless (4)	91,500	Portugal (3)	36,800
Driftwood (2)	10,500	Pvt. Frank Kessler (2)	13,700
Ebenezer (1)	3,000	Reliance (3)	9,300
Edith (3)	44,100	Reneva (2)	18,300
Elva (1)	5,500	Rita (2)	22,700
Elva & Estelle (3)	56,700	Roberta Ann (3)	80,700
Elva L. Beal (5)	30,600	Rosemarie V. (2)	54,600
Etta K. (4)	38,100	Russell S. (1)	5,000
Eugene & Rose (2)	46,500	R. W. Griffin, Jr. (2)	65,500
Eunice-Lillian (3)	91,500	St. Ann (2)	53,200
Falcon (1)	7,300	St. George (2)	2,800
Five Sisters (1)	5,000	Sea Fox (3)	42,200
Gambler (1)	21,000	Sea Hawk (3)	56,800
Gannet (3)	237,000	Shannon (3)	69,000
Gertrude D. (1)	16,500	S. M. Murtosa (1)	9,300
Gladys & Mary (1)	52,100	Solveig J. (2)	131,300
Gloria F. (1)	22,500	Sonny & Joyce (2)	11,300
Growler (3)	99,000	Sonya (2)	52,000
Harmony (2)	40,100	Southern Cross (1)	15,500
Helen B. (4)	52,900	Stanley B. Butler (2)	133,100
Hope (3)	36,300	Susie O. Carver (2)	31,200
Hope II (2)	38,500	Three Bells (1)	3,300
Huntington Sanford (1)	11,500	Three Pals (2)	21,700
Idlewild II (3)	10,000	Two Brothers (3)	22,200
Invader (3)	118,900	Venture 1st (4)	198,900
Irene & Mabel (3)	92,800	Victor Johnson (3)	68,300
Ivanhoe (4)	150,000	Viking (7)	144,600
Jacintha (2)	119,200	Whaler (2)	87,300
Janet Elise (3)	19,300	Winifred M. (1)	7,200
J. Henry Smith (1)	4,500		
Jimmy Boy (3)	32,900		

Scallop Landings (Gallons)

Agda (1)	1,125	Charles S. Ashley (2)	2,243
Alpar (2)	2,250	Christina J. (2)	1,650
Amelia (2)	2,321	Dagny (1)	888
Antonina (2)	1,100	Doris Gertrude (2)	1,680
Antonio (3)	2,613	Dorothy & Mary (2)	2,293
B & E (2)	1,400	Elizabeth N. (3)	2,805
Barbara (1)	1,000	Empress (2)	2,100
Beatrice & Ida (1)	200	Ethel C. (3)	3,375
Bobby & Harvey (2)	2,225	Fairhaven (2)	2,302
Brant (1)	1,125	Fleetwing (2)	2,250
Bright Star (2)	2,250	Francis J. Manta (2)	1,858
Bryant (1)	1,166	Janet & Jean (2)	2,250
Camden (1)	1,025	Jerry & Jimmy (2)	2,250
Carol & Estelle (3)	3,325	Josephine & Mary (2)	2,250
Catherine & Mary (2)	2,250		

New Bedford Scallop Landings (Gallons)

Kingfisher (3)	2,530	New Bedford (2)	2,250
Liberia C. (1)	300	Newfoundland (2)	1,725
Linus S. Eldridge (2)	1,589	Olive M. Williams (3)	3,150
Louis A. Thebaud (1)	900	Porpoise (1)	1,125
Lubenray (2)	2,250	Red Start (1)	1,125
Major J. Casey (1)	850	Santa Treza (2)	310
Malene & Marie (2)	2,258	Sea Hawk (2)	1,705
Malice (1)	1,125	Sea Ranger (2)	2,250
Maridor (3)	3,305	Smilyn (2)	2,125
Marie & Katherine (2)	1,100	Sunapee (3)	2,805
Marmax (2)	2,250	The Friars (3)	3,375
Mary & Julia (2)	2,025	3 & 1 & 1 (1)	900
Mary Anne (2)	2,291	Ursula M. Norton (2)	2,291
Mary Canas (2)	1,288	Virginia & Joan (1)	555
Mary E. D'Eon (1)	1,166	Vivian Fay (2)	2,283
Mary J. Landry (2)	1,999	Wamsutta (2)	2,013
Moonlight (3)	3,405	Wm. D. Eldridge (2)	2,250
Muskegon (3)	1,443	Wm. H. Killigrew (3)	2,568
Nancy Jane (3)	3,194		
Nantucket (2)	1,800		

PORTLAND

Althea (1)	17,400	Mary & Helen (2)	5,800
Andarte (3)	141,400	Nora Sawyer (2)	10,900
Araho (2)	173,500	Notre Dame (3)	214,100
Ariel (2)	16,500	Polaris (2)	341,700
Callsonocella (1)	1,600	Queen of Peace (2)	26,700
Callista D. Morrill (2)	4,100	Richard J. Nunan (3)	121,200
Carolyn & Priscilla (2)	74,700	St. George (2)	381,000
Challenger (6)	55,700	Sea King (2)	78,700
Clara Louise (1)	109,000	Silver Bay (3)	363,400
Crescent (9)	115,600	Theresa R. (2)	169,800
Eagle (1)	179,000	Thomas D. (2)	245,000
Elinor & Jean (4)	153,900	Vagabond (2)	126,200
Ethelina (4)	184,400	Vandal (4)	261,500
Geraldine & Phyllis (3)	191,800	Vida E. (3)	31,100
Lawrence Scolia (1)	1,700		
Lilo (1)	2,400		
Little Flower (1)	700		
Louise (2)	117,500		
Lucy Scolia (3)	17,200		

Scallop Landings (Gallons)

Adele K. (1)	1,111
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WOODS HOLE

Andrew & Agnes (1)	1,100	Kelbarsam (2)	10,500
Angeline (2)	4,800	Little Lady (1)	800
Automatic (1)	2,700	Madeline (2)	10,200
Bluefin (1)	4,400	Morning Star (1)	1,100
Bozo (1)	400	Nancy S. (1)	300
Cap'n Bill II (2)	47,300	North Wind (1)	2,900
Christine & Dan (1)	11,100	Papoose (2)	10,000
Clara T. (1)	1,100	Phyllis J. (1)	2,900
Connie F. (1)	26,700	Priscilla V. (3)	52,300
Dorothy & Everett (1)	1,000	Resolute (1)	4,000
Elva & Estelle (1)	7,700	Russell S. (1)	2,800
Eugene H. (2)	32,600	Santo Antonino (1)	8,400
Five Sisters (1)	4,400	Sonny & Joyce (1)	2,500
Gannet (2)	25,500	Three Bells (1)	4,100
Genevieve D. (3)	6,900	Victor Johnson (1)	3,600
Gertrude D. (1)	9,900	Winifred M. (3)	10,500
Harvest (1)	2,200		
Helen Mae (1)	700		
Irene (5)	36,900		

Scallop Landings (Gallons)

Agda (1)	685	Mary E. D'Eon (2)	1,600
Charlotte (1)	271	Pearl Harbor (1)	1,125
Dagny (1)	305	Porpoise (1)	625
Friendship (2)	2,151	Red Start (1)	1,111
Mary Anne (1)	625	Santa Treza (1)	934

BOSTON

Addie Mae (4)	12,900	Bonnie (3)	448,200
Adventure (2)	202,200	Bonnie Lou (2)	215,000
Agatha & Patricia (3)	149,600	Breaker (1)	72,500
Alphonso (5)	32,300	Breeze (1)	75,700
Angie & Florence (4)	74,200	Brighton (2)	285,000
Annie & Josie (3)	20,700	Calm (3)	566,000
Arlington (3)	569,700	Cambridge (2)	323,500
Assertive (2)	152,900	Carmela Maria (3)	37,400
Atlantic (3)	277,500	Catherine B. (4)	95,700
Ave Maria (3)	77,700	Catherine E. (5)	21,300
Barbara C. Angell (2)	196,000	Catherine T. (3)	118,200
Bay (2)	253,100	Comet (2)	284,000

DEPENDABLE

Nautical Instruments

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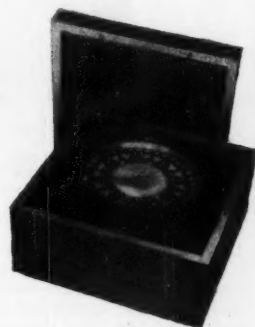
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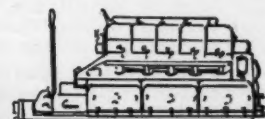
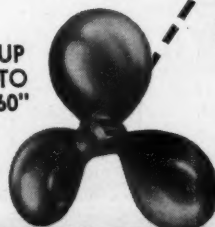
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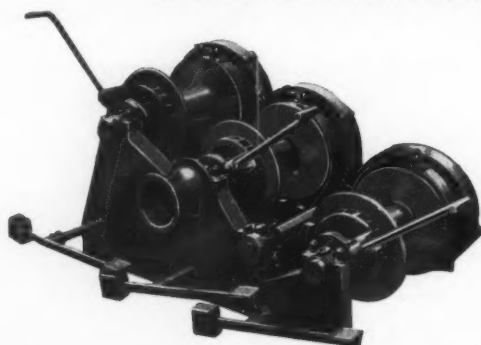


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MICHIGAN

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Made of the most durable materials, Stroudsburg Hoists are designed to provide maximum length of service at minimum cost. The friction drums have ratchet, pawl and brakes with interwoven type linings, and are engaged by internal thrust cams with friction plates. Pinion shaft extension available for mounting engine drive in clockwise or counter clockwise rotation. Write for complete specifications.

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RAYTHEON Radiotelephone



This Raytheon radiotelephone adds safety and pleasure to boating... keeps you in contact with shore, coast guard, and other vessels. Powerful, compact, easy to install, all parts are protected against salt water corrosion. Other models available ranging from 10 to 80 watt output.

Submarine Signal Fathometer* Jr.

1373 Recorder — records water's depth... warns of hidden underwater hazards. Locates fish. Dual range 100/200 fathoms. There is a model to meet every boating need.

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RAYTHEON

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District Offices: Boston • New York • Cleveland • Chicago
New Orleans • Los Angeles (Wilmington) • San Francisco • Seattle

Boston Landings (Continued)

C. R. & M. (1)	31,900	Neptune (2)	149,500
Crest (3)	631,500	Noreen (2)	109,000
		Nova Antonio (2)	5,800
Diana C. (3)	76,800	Ohio (3)	347,300
Dorchester (3)	298,200	Olympia (4)	95,200
Doris H. (1)	5,300	Olympia La Rosa (3)	127,000
Drift (2)	454,000	Pam Ann (3)	301,000
Elizabeth B. (3)	304,400	Phantom (2)	304,500
Emily Brown (1)	87,500	Plymouth (3)	295,300
Esther M. (2)	280,000	Princess (2)	29,900
Famiglia (2)	40,500	Quincy (2)	240,700
Flying Cloud (2)	382,000	Racer (2)	316,500
4-C-688 (6)	20,600	Raymonde (1)	89,500
4-G-370 (5)	35,100	Red Jacket (3)	495,700
4-G-673 (5)	22,000	Robert & Edwin (4)	18,600
4-H-823 (5)	20,300	Rosalie D. Morse (3)	410,300
4-R-630 (4)	10,400	Rosie (4)	42,800
Francesca (5)	26,700	Rosie C. (1)	1,200
Frances L. McPherson (3)	276,500	Rush (3)	381,700
Hilda Garston (2)	222,800	Sacred Heart (3)	19,100
J. B. Junior (3)	423,500	St. Anna (5)	18,700
J. B. Junior II (1)	6,800	St. Francis (2)	25,700
Jimmy Boy (1)	12,400	St. Joseph (2)	39,000
Jennie & Lucia (1)	54,900	St. Michael (4)	10,200
Josephine F. (6)	39,600	St. Peter II (1)	92,800
Josephine P. II (3)	66,000	San Antonio II (6)	49,500
Josie M. (1)	2,400	San Calogero (3)	36,200
Leonard & Nancy (2)	132,500	Santa Maria (2)	34,700
Liberty Belle (1)	15,400	Santa Rita (5)	32,000
Linda & Warren (2)	24,000	Santa Rosalia (4)	10,400
Little Nancy (5)	161,700	Sarah M. (3)	4,800
Little Sam (3)	62,400	Savoia (5)	26,000
Lorine III (1)	34,300	Six Bros. II (5)	13,900
Lucky Star (3)	275,300	Stanley B. Butler (1)	59,800
Mabel Mae (3)	237,900	Surge (2)	485,500
Madonna De Trapani (4)	29,800	Swallow (3)	396,500
Maine (3)	474,000	Sylvester F. Whalen (1)	147,000
Margaret Marie (5)	30,000	Texas (3)	285,800
Maria Christina (2)	4,800	Thomas Whalen (3)	323,000
Maria Del S. (2)	8,600	Triton (2)	236,500
Marietta & Mary (2)	48,700	Two Pals (2)	9,100
Maris Stella (3)	290,500	Victory II (2)	21,800
Mary & Jennie (4)	42,100	Vincie N. (1)	44,500
Mary J. Hayes (1)	53,500	Virginia (3)	180,500
Mary M. (2)	30,100	Wave (3)	620,000
Mayflower (2)	8,900	Weymouth (3)	391,300
M. C. Ballard (2)	128,800	Wm. J. O'Brien (2)	210,000
Michael G. (4)	34,400	Winchester (2)	271,000
Michigan (3)	547,400	Winthrop (3)	400,500
Mother of Grace (3)	63,500	Wisconsin (1)	93,500
Nancy B. (3)	67,800	Yankee (3)	125,000
Natalie III (1)	27,600		

New Jersey Senate Told Bass Netting Does Not Affect Supply

A 3-member panel of experts last month told the State Senate Game and Fisheries Committee that netting of striped bass along the Atlantic Coast in no way affected the supply for sport fishermen.

Senator A. J. Cafiero, a member of the Committee, reported that the panel, composed of conservation and fish experts from Rutgers University, Yale and the Fish & Wildlife Service, disclosed that a study of striped bass migration and multiplication indicated commercial fishing of the species left plenty for all. The panel told the Committee that unless commercial fishermen's catches exceeded 2,000,000 lbs. they would not affect the number of fish.

Start Search for Mackerel

More than 20 boats were off the Jersey Coast early last month searching for the first school of mackerel. Each boat will try to arrive at Schellenger's Landing wharf at Cold Spring Fisheries, Cape May, with the season's first load, or at the Ottens Harbor docks.

New Boat Added to Party Fishing Fleet

A 53-ft. Diesel-powered party fishing boat will be added to the Otten's Harbor, Wildwood, fleet this season, according to Capt. Jim Wilkinson, who operates the party boats *Vamp* and *Scamp* with his brother Ted.

Wilkinson said their new boat has a beam of 14.5 ft. and is powered with a 200 hp. engine. This craft, named the *Vamp II*, will be equipped with a powerful ship-to-shore radio and direction finder, as are the other two boats in the Wilkinson fleet.

Provincetown Gets First Trap Fish of Season

The first trap fish of the season, about 180 barrels of large herring, were landed at Cape Cod Fisheries, Inc., Provincetown, on April 10. The fish were brought in by Capt. John Fields, who had approximately 150 barrels from National Traps, and Capt. Terry White, who landed 30 barrels from the Silva Traps. These two traps were the first to start operating this year in Provincetown harbor.

Stuart Joseph of Cape Cod Fisheries reported that there was a good market for the herring.

Provincetown boats brought in their first catches of sardine herring on April 16, with about 150 kegs of the small fish landed at local wharves.

Fishermen Seek Lighted Buoy

A petition from Provincetown for a lighted whistle buoy as a permanent aid to navigation off Race Point was to be submitted to the commandant of the 1st Coast Guard District, Boston, last month. The petition was circulated throughout the fishing fleet in order to get all fishermen and captains who wished, to sign it before it was submitted.

Several boats have gone aground in the area where the whistle buoy is sought. There was a buoy in the neighborhood during World War II, but it was removed after the war.

Date Decided for Fleet Blessing

Date for the fifth annual ceremony of blessing of the Provincetown fishing fleet, with the Most Rev. James L. Connolly of the Fall River Diocese officiating, has been set for June 29, according to Arthur B. Silva, committee chairman.

The ceremony, which annually attracts more than 10,000 visitors and which has grown in popularity every year due to its color, pomp and ancient ritual, actually will start June 28 when fishing ceases and fishermen put final touches to their craft.

Nets Bring up Explosives

A large object, tentatively identified as a torpedo or mine and which was brought up in the nets of the dragger *Three of Us*, Capt. Ernest Tarvis, narrowly missed injuring crew members on April 21 when it dropped from the nets onto the deck. The object which was caught in the drag while the craft was fishing off Race Point, weighed more than a ton. So much damage was done to the nets that there was no fishing thereafter, and the craft put back to port with only four boxes.

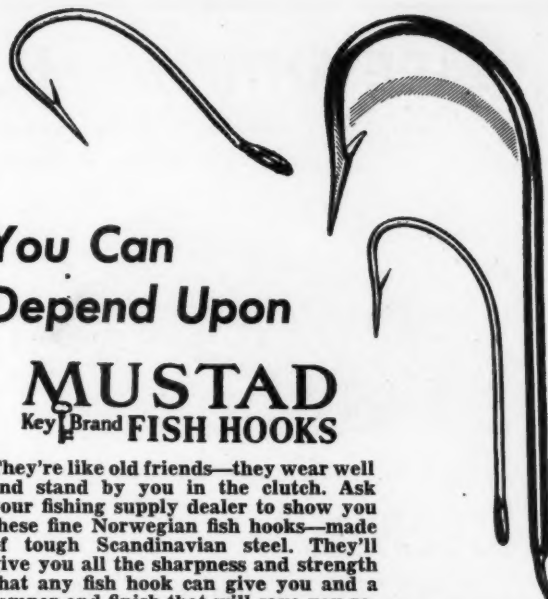
Four metal objects brought to Falmouth by the Woods Hole fishing vessel *Priscilla V.* have been identified by a Navy demolition officer as shore type anti-personnel mines. The four mines, Coast Guards said, were filled with TNT and were considered highly dangerous. They were hauled up from the edge of a fishing bank about 100 miles east of Nantucket.

Oysters Arrive for Planting

The schooner *Jane*, Capt. Edgar Post, was expected to arrive in Cotuit on April 16 with the first load of oysters from New Haven, Conn. About 15,000 bushels of oysters in the rough will be planted in the harbor during the coming months, according to Andrew Post, manager of the Cotuit Oyster Co. The oysters will be sold next Fall and Winter.

"Cap'n Bill II" Equipped with Fathometer

The new dragger *Cap'n Bill II*, owned by Capt. Henry Klimm, Jr. of Woods Hole, has been equipped with a Model DE102 Raytheon Fathometer which was installed by Peirce & Kilburn of Fairhaven.



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Florida Survey to Determine Location of Oyster Beds

A survey to determine the location of oyster beds and other marine resources of the bay areas in Santa Rosa and Escambia Counties has been begun by the Oyster Division of the State Board of Conservation. The survey will be conducted under the direction of Biologist M. E. Jones.

Included in the survey will be Pensacola Bay and adjacent waterways, such as Escambia, San Mary De Galvez, Blackwater and East Bays.

Jones reported that the Conservation Board is planning an oyster planting program, which may begin this Spring. Presumably, he said, the information obtained in the survey will be used in connection with the planting program.

Shrimping off East Coast Banned In May

Taking of shrimp or prawns off the East Coast of Florida is prohibited during the month of May. The area involved by the State closed season law extends three marine leagues into the Atlantic Ocean from the Georgia-Florida line to Ft. Pierce.

In former years the closed season was from March 15 to April 15, but it has been changed by the State Legislature to April 30-May 31.

Gets Shrimp Lease at Hooker's Point

Dan Arias, president of Independent Ice Co. obtained approval to lease property at Hooker's Point for shrimp operations from the County Port Authority. The location is at one of the former McCloskey Shipyard slips now being used by about 100 shrimp trawlers.

He told the authority he had two trawlers on order, and produced a blueprint of one scheduled for delivery by early Fall.

Crystal River Oystering Could Be Expanded

Possibilities of an expanding oyster-producing industry in the Crystal River area were outlined last month by C. E. Dawson, biologist of the Oyster Division, State Board of Conservation, at a meeting of the Town Council.

The West Citrus area was described as having a more stable salinity range than that of the Apalachicola region, where oysters are produced on a large scale, due to the very small change from salt to fresh water during tidal changes. Salinity has a definite effect on the growth of oysters.

The biologist emphasized that his department is willing to assist persons who are interested in producing oysters for commercial use by aiding them in finding suitable bottoms, checking water samples for salinity, and in beginning cultivation by the transplanting of shells to leased ground.

Three Rescued as Trawler Sinks

Three crewmen were rescued from the shrimp trawler *Green Sea* before it sank about 45 miles southwest of the mouth of Tampa Bay last month.

Sloan Peterson of Fernandina, owner of the vessel, said the boat's captain, Harper Davis of Mayport, said the vessel was leaking and one engine was out. The men were taken aboard another of Peterson's vessels.

The *Green Sea* was one of the largest shrimp boats operating in the Gulf out of Tampa. It was a former 83-ft. Coast Guard patrol boat.

Live Shrimp Shipping Law Voided

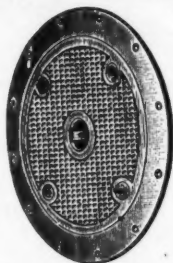
Magistrate Edward Silk ended a months-long case on April 19, when he declared a State law unconstitutional, paving the way for clarification of the three-county regulation banning shipment of live shrimp.

The case began late last year when Carl Point, Punta Gorda shrimp fisherman, was arrested by Conservation Officer Ray Guess on a charge of transporting live shrimp.

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Silk found the law, passed by the last session of the State Legislature for Pinellas, Manatee and Hillsborough Counties, was apparently misworded.

The law was designed to prohibit shipment of live shrimp outside the three-county area. However, the law banned shipment "within" the area. Silk said "within" was apparently inserted when "outside" was meant.

Wharf Leases Approved

The Canaveral Port Authority has authorized Col. Noah B. Butts, Port Authority chairman, and Executive Secretary N. M. Argabrite to sign leases with six fishing companies for space at the fishing wharf.

Companies seeking leases are: Fisher Foods, Cocoa; Bennett Seafoods, Cocoa; Better Seafood, Ft. Pierce; Hudgins Fish Co., West Palm Beach; S. Salvatore Sons, St. Augustine and Cove Fish Market, Titusville.

"Pocahontas" Is New Addition

(Continued from page 19)

lons, carried in five engine room tanks and one forward. The vessel is fueled and lubricated with Socony oils.

The generating set is a Model EHS7½-110 Deseco unit with 16 hp., 2 cylinder Lister-Blackstone Diesel and 7½ kw. 115 volt Imperial generator. There is a 5 kw. Imperial generator on the main engine, with "Safety" S150-E carbon pile voltage regulator, and batteries are Type HHG-31, 112-volt Surrette.

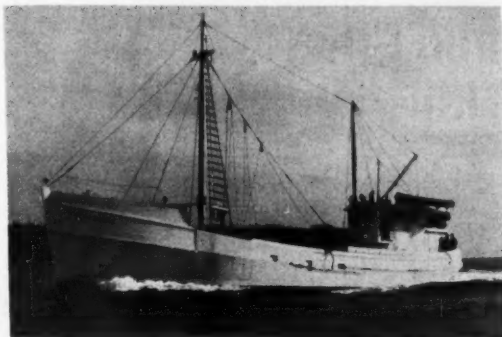
Deck equipment includes Hathaway 639-40 winch with 30" drums, Roebling wire rope, Edson pumps, Bromfield 5 hp. hoist and Danforth anchors. The vessel carries an 18-foot steel life boat as well as a life dory. A special feature is the use of bronze deck plates instead of the conventional galvanized type. There is a 14" plate over each of the 16 fish pens. Made of "Kennebronze" by J. K. Hodgkins Co., the plates are said to eliminate problems of rust and breakage. Fish hold capacity in 145,000 pounds.

The fo'c's'le is equipped with nine berths and complete galley, including Shipmate oil range. A 200 gal. range oil tank is located under the whaleback, and an 800 gal. galvanized steel water tank is placed under the fo'c's'le floor. In addition to the berths forward, there are two more in a stateroom aft of the engine room, as well as one in the Captain's stateroom aft of the pilot house.

The navigation equipment consists of a 7" Wilfrid O. White Constellation compass, RCA Loran, Bendix depth recorder, Raytheon Fathometer Jr., Apelco 100-watt radio-telephone, RCA direction finder, Clark Cooper fog horn and Hathaway reduction gear steerer.

The Pocahontas, which has a beam of 19' and draft of 10', is sturdily constructed with 4" double sawn oak frames spaced on 18" centers, and 2¼" oak planking. The oak keel and stem are sided 10", and decking is 3" white pine. All beams, engine beds and rails are of oak. The engine room trunk is ¼" steel, deck and pilot house sides are sheathed with marine plywood, and the fish hold bulkheads are insulated with 3" cork.

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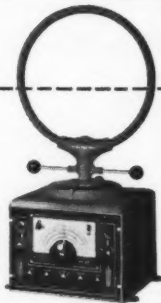


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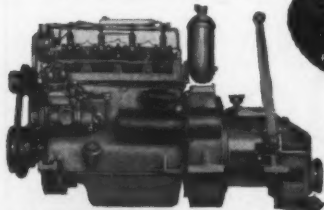
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Canadian Report

By C. A. Dixon

Following a very successful Winter, the purse seiners of southern New Brunswick have put away their gear. The Winter of 1952 has been the most productive of recent years in respect to sardine fishing. The top-notchers in the seining fleet have caught close to 2,000 hogsheads of sardines to a boat, gross receipts having reached more than \$30,000. Most of the seining crews hailed from Campobello and Grand Manan. Toward the latter part of the season some fish were caught in Saint John County, but the bulk of the Winter's catch was taken in Charlotte County waters. It is a peculiar fact that sardines in the Winter congregate in the more or less still waters along a stretch of shore ranging from Deadman's Harbor to Lepreau, where little tide is noted. All the sardines on the Atlantic coast in January, February, and March inhabit this area as a usual thing. The fish are inactive and swim in very dense schools, deep in the water. As April progresses they become livelier and disperse, swimming westward toward the Passamaquoddy Bay region.

Inshore Seines Opposed

At a recent meeting held in Chance Harbor in Saint John County, with Daniel A. Riley, M.P., present, also Councillor Arthur Doherty of Lancaster Parish, and Arthur Mawhinner of Musquash Parish, strong requests were made for closer supervision by the Federal Department of Fisheries to cut down the number of small lobsters taken, and to restrict the use of seines inshore to catch herring. Arthur Abbott of Chance Harbor was chairman. The meeting passed a resolution asking that a regulation be adopted in Saint John County similar to one now in force in the neighboring county of Charlotte, which would provide that seines may not be used to catch herring within three miles of the shore, excepting during the period from Dec. 1 of any year until April 25 the following year, and that the supervisor of fisheries would have authority to forbid seining at any time if he decided that sufficient herring for market purposes were being caught in weirs. It was contended that the department does not exercise sufficient supervision over fishing in the Bay of Fundy.

Mr. Riley said that every effort would be made to have action taken to improve the Bay of Fundy fishing industry, and to correct the situations about which complaints were made. He also mentioned that in the Federal Government estimates this year the sums of \$280,000 for a breakwater at Chance Harbor, and \$200,000 for breakwater work at Lorneville were included.

Lobster Season Opens

With the opening of the lobster fishing season imminent many fishermen are "rarin' to go" as they prepare to set their gangs of traps, especially those at Grand Manan and along the mainland shores of Charlotte and Saint John counties. It is thought that more traps will be set this Spring than last, also that more lobsters will be caught earlier owing to the fine weather which has prevailed since the middle of April with warmer air to warm the water.

Clam Flats Being Studied

The depletion of clam flats in southern New Brunswick and elsewhere in the Maritime Provinces is causing deep concern. It is known that over-digging of clams in recent years has resulted in greatly reduced production. It has been suggested that the closing of the flats on a rotating basis is the only method which would prove effective in restoring clam fishing to its original status. Large areas have been dug over so much, and predators have destroyed so many seed clams, that the industry faces the danger of destruction. It is understood that the Canadian

Vineyard Bailings

By J. C. Allen

The movement of fish has been along the generally normal course, and some of the lads have taken a few. But they had to do a heck of a lot of fishing before they got 'em. The story they tell, inshore and off, and by off-shore we mean to the edge of the gullies, is that all fish lay scattered. We gammed one skipper of a deep-legged craft, who prospected over a forty-mile course, dragging all the way. The luck held just the same throughout. We gammed others who scrape the bottom for trash inshore, and incidentally pick up whatever comes along that is edible. They said that a boat can get a bushel of flounders anywhere, just so the place is reasonably damp. But you can't get any more, which means that a vessel must cruise all over hell's kitchen to scrape up a trip.

It is conceivable, we suppose, that all these groundfish have been hazed and chased so much that they don't bunch up any more. But be blowed if we believe it. Fish don't change their habits that easily or that quickly. In some few places where men still fish off the beaches, the haddock and halibut run in Spring just as they did a century ago, and bunched up, as we say. Now why shouldn't the fluke and the pug and yellowtail bunch as they used to? The only answer that comes up is the same one which has been suggested again and again of late: warm water—the same cause that used to ruin the Summer hand-lining once in a while, and which ruined the sword-fishing last Summer. And you can't do a damn thing about it.

Shellfish, Porpoise and Blackfish

We may develop into a shellfishing community like some of the places sutherly. Before the depression, one of our towns hailed a quarter-million shellfish industry, including everything, the year round. Last Winter, the season ending April first, we got darned near that much from the bay scallops alone, and God knows that the market was not the best by any means. Of course, there were five towns scalloping, but the whole number of commercial fishermen engaged throughout the season would not exceed the total number engaged throughout the year in the first town mentioned. Four out of the five towns do very little shellfishing except for scallops, that's why.

Porpoises, the small puffing-pigs, showed alongshore on the 15th of April. This was very early. The first pugs took the hook a few days later, which was also early. But blackfish and large porpoise had been cruising around inshore practically all Winter, so perhaps this isn't strange at all.

Scup, Bluefish, Sea-bass

The run, this coming season, of scup, bluefish and sea-bass should be very good, and the average size of blues and sea-bass should be quite a bit larger than that of a year ago. There is not, as we figure it out, as much chance of the average size of scup increasing. They ran large last year, and they do not normally run much larger.

This sounds good, we know, and we have faith in our prediction. But if the weather follows the pattern of that of a year ago, these varieties are due to strike early and provide the best fishing before mid-Summer. After that, well, be damned if we know, because we have never lived through a climatic change before!

Department of Fisheries is giving close study to the problem and will soon have something to announce regarding the situation. Meanwhile, considerable interest is being taken in the possible control of clam production by having closed areas set up for a two-year period to permit seed clams to develop to legal merchantable size now set at two inches.

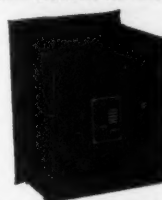
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*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

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Gulf States Commission Hears Research Report

At the Spring meeting of the Gulf States Marine Fisheries Commission held at New Orleans on April 18, Stewart Springer of the U. S. Fish & Wildlife Service, Pascagoula, Miss., reported that the major part of the survey by the exploratory vessel *Oregon* for new shrimp concentrations and extension of known beds in the Gulf had been completed. A purse seine will be carried on future trips of the vessel, and an effort will be made to capture tuna this Summer.

It was the consensus of the meeting that fishing for red snapper, grouper, Spanish and king mackerel, bluefish, pompano, flounder, menhaden and blue runners could be expanded since the present supply is less than the demand.

John A. Dassow of the Fish & Wildlife Service outlined the experimental program of freezing shrimp in brine at sea, which got underway in March. Definite results will not be known for six months, pending storage tests.

Dr. Clarence Idyll, University of Miami, stated that in the Key West pink shrimp fishery, the freezing of shrimp in seawater at 32 degrees and lower prolonged the storage life as compared with shrimp given only the benefit of water ice as a refrigerant.

The biological and oceanographic survey of Gulf waters was explained by W. W. Anderson of the Fish & Wildlife Service. He said the work was progressing slowly as had been anticipated because of the lack of background information on the life histories of Gulf fishes and the tedious nature of developing such data, including the collection of eggs and larvae.

Dr. Dale F. Leipper of Texas A & M College who is analyzing oceanographic information in connection with Gulf investigations stated that much valuable data had been compiled regarding the Gulf tides. He said that it had been found that tides of the Yucatan proceed some 500 to 600 miles northward then loop around in the north Gulf, that they all did not swing around Cuba and pass directly into the Straits of Florida as many people had thought. He also said that there appeared to be little exchange between the East and West Gulf and that their records indicated movement of Gulf waters at all depths.

Chairman of the Commission, Howard D. Dodgen, discussed the suggested economic survey of the shrimp industry, and said sufficient interest had not yet been evidenced by the industry to sponsor such a program at its expense. The Fish & Wildlife Service claims it cannot undertake this work at present due to lack of personnel and funds.

Index to Advertisers

Atlantic Equipment Co., Inc.	58
W. A. Augur, Inc.	55
Baker, Boies & Watson	52
Bowers Battery & Spark Plug Co.	45
Bristol Yacht Bldg. Co.	53
Brownell & Co., Inc.	2
Burmeister & Wain	37
Cape Ann Fisheries	52
Chris-Craft, Marine Engine Div.	40
Chrysler Corp.	31
The Colorado Fuel & Iron Corp., Wickwire Spencer Steel Div.	11
Columbian Bronze Corp.	55
Columbian Rope Co.	1
Cooper-Bessemer Corp.	60
Detroit Diesel Engine Div., General Motors Corp.	6
R. J. Ederer Co.	42
Eldredge-McInnis, Inc.	58
Enterprise Engine & Machy. Co.	12
The Enterprise Mfg. Co.	46
Evinrude Motors	4
Fairbanks, Morse & Co.	3, 48
The Edwin H. Fidler Co.	54
General Motors Corp., Detroit Diesel Engine Div.	6
R. S. Hamilton Co.	58
Harnischfeger Corp.	15
Geerd N. Hendel	58
J. F. Hodgkins Co.	53
Hudson American Corp.	37
Hyde Windlass Co.	39
International Paint Co., Inc.	35
Kaar Engineering Co.	54
LaMarche Mfg. Co.	55
The Lathrop Engine Co.	43
Liberty Dry Dock, Inc.	54
The Linen Thread Co., Inc.	59
Marine Compass Co.	49
McClain's Sea Foods	53
Michigan Wheel Co.	49
Lucian Q. Moffitt, Inc.	46
O. Mustad & Son	51
John Nagle Co.	53
The National Supply Co.	10
Nordberg Mfg. Co.	16
Northill Co., Inc.	48
F. J. O'Hara Trawling Co.	33
Perkins-Milton Co.	45
Pettit Paint Co.	14
Pittsburgh Plate Glass Co.	47
Plymouth Cordage Co.	58
Radiomarine Corp. of America	13
Raytheon Mfg. Co.	50
Red Wing Motor Co.	54
John A. Roebling's Sons Co.	38
Frank L. Sample & Son, Inc.	52
Snow-Nabstedt Gear Corp.	39
Sperry Gyroscope Co., Div. of the Sperry Corp.	7
Standard Steel Corp.	43
Stroudsburg Engine Works	50
Surette Storage Battery Co.	36
A. J. Tower Co.	51
Twin Disc Clutch Co.	34
Universal Motor Co.	8
Westerbeke Fishing Gear Co., Inc.	58
W. O. White & Sons, Inc.	55
Wickwire Spencer Steel Div. of The Colorado Fuel & Iron Corp.	11
Wolverine Motor Works Inc.	29
C. A. Woolsey Paint & Color Co. Inc.	41

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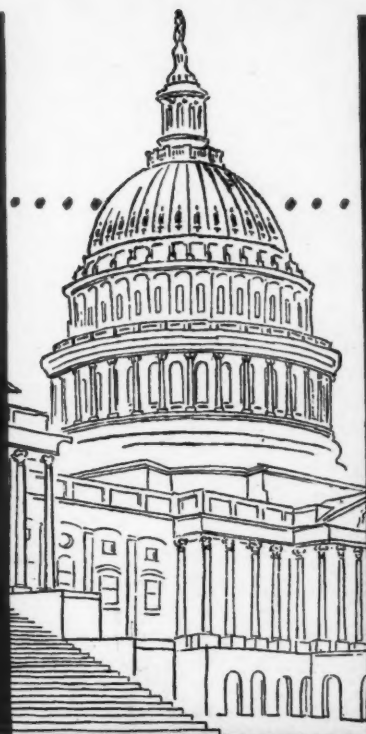
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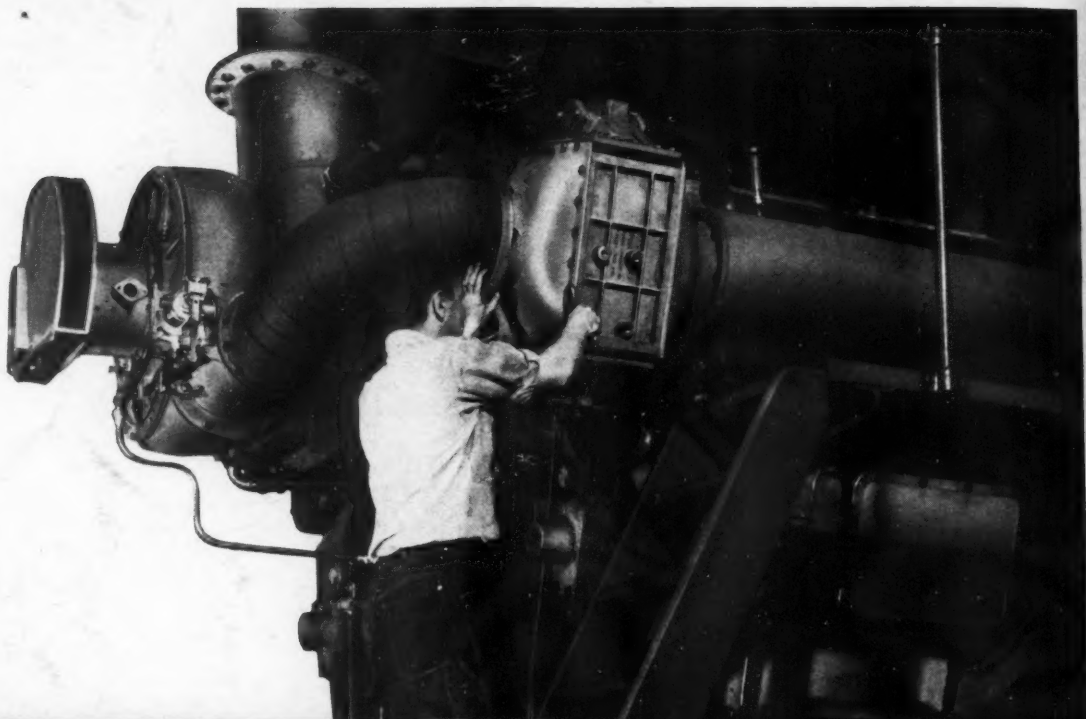
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